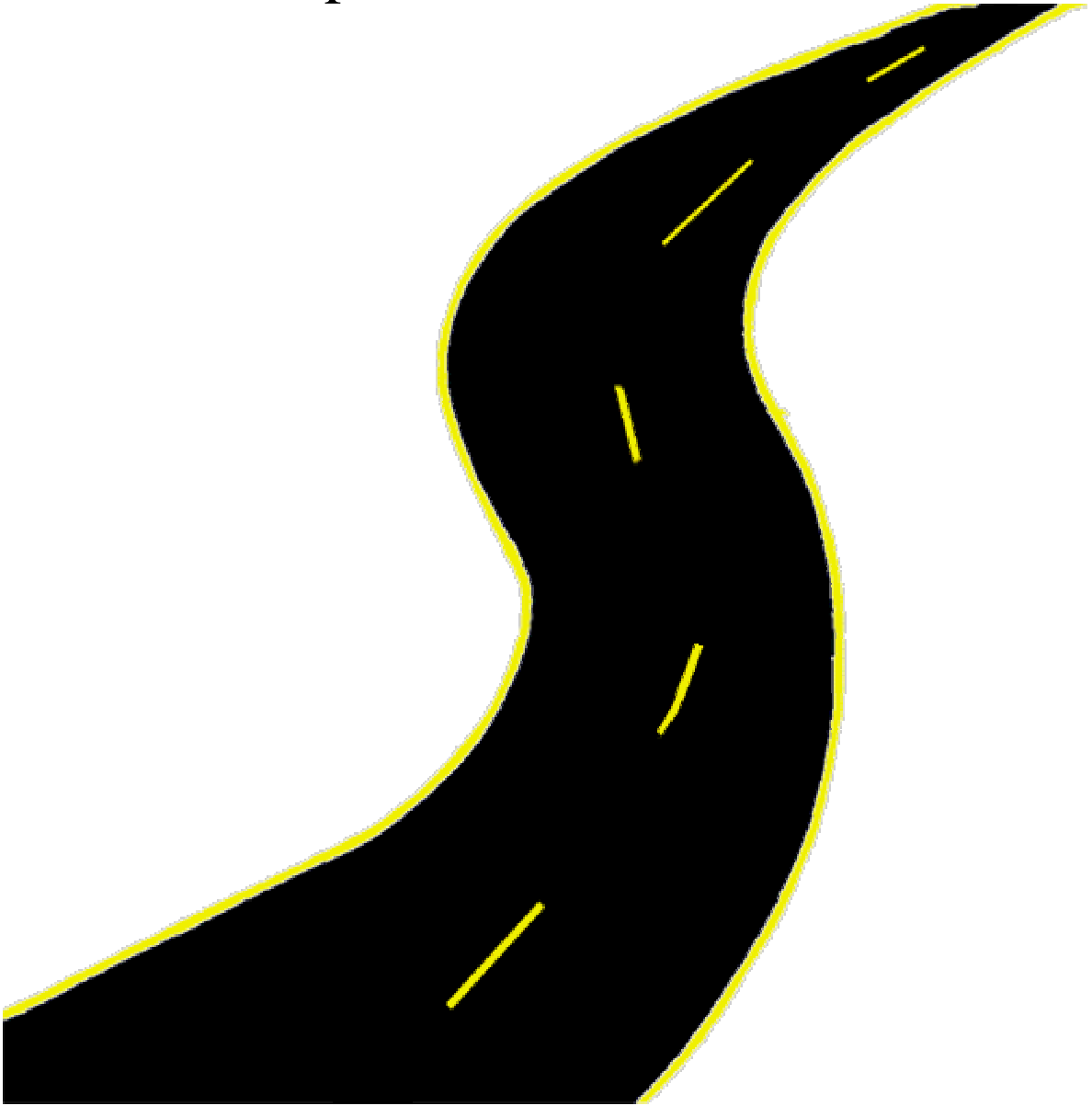


Roosevelt City

Transportation Master Plan



DRAFT REPORT
March, 2005
Prepared By
UDOT Planning Section
4501 South 2700 West
Salt Lake City, Utah 84114-3600



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

May 2, 2005

Mayor H. Ormon Sullivan
Roosevelt Municipal Building
255 South State Street
Roosevelt, UT 84066

Dear Mayor:

Attached is a copy of the *Draft* Community Transportation Plan (CTP) for Roosevelt City. This CTP is a tool to help guide transportation decisions in your community, which will help meet the transportation visioning discussed during the public meetings held April 26th and 27th, 2005.

Many projects were developed during the public meetings, and local priorities established for several projects while developing the CTP. This project list will help the city develop an improvement program addressing your unique transportation issues. We are forwarding projects and comments for the state highway system, which are highway operations based, to the appropriate Utah Department of Transportation (UDOT) Regional Office so they may be addressed as priorities allow. In the meantime, UDOT will be using the list of projects identified for State Routes in our Long Range Planning Process. The Statewide Long Range Transportation Plan (LRP) identifies needs on the state highway system, from which projects are selected to be included in our Statewide Transportation Improvement Plan (STIP).

The next step in the CTP process is for City Council approval of the document, after appropriate public involvement. It is important to restate that a CTP is a living document that changes as your City changes. We encourage you to revise the TMP as frequently as necessary to meet Roosevelt City's needs.

Thank you again for allowing us to help develop your Community Transportation Plan. We always value public input regarding the state highway system. Roosevelt City has provided us valuable insight for our Statewide Long Range Planning Process.

Sincerely,

John Quick, P.E.
Engineer for Transportation Planning

Encl

Roosevelt City

Transportation Master Plan

Mayor H Ormon Sullivan

City Council John Gardner
Larry Murray
Guy Coleman
Dave Woolstenhulme
Robert Yack

City Manager D. Brad Hancock

City Engineer..... Horrocks Engineers

Public Works Director Rodger Eschler

Zoning Administrator / Treasurer

City Recorder Carolyn Wilcken

Street Supervisor George A. Dean

Planning & Zoning Chair.....

Airport Manager

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* If available for this study

1. Introduction

1.1. Background

This is a history of Roosevelt, Utah a small town in Eastern Utah. It is short, only an outline gathered from records here and there and from fading memories and writings of the late George Stewart. This history covers a period when the Old West was still here but was rapidly ending, slipping into the age of technology.

In 1861, Abraham Lincoln, President of the United States, by proclamation, set aside a reservation for the Ute Indian Nation. No survey was made before hand; it had merely a general description as comprising all the lands from the tops of the mountains to the north to the tops of the mountains to the south draining into what later was defined as the Duchesne River.

This area thus set apart was vast. It was larger than some of the states of the Union and larger than some of the nations of the world. Here lived a few Nomadic Indians, Government employees and some Episcopalian Missionaries.

The Ute Indians were moved here when the Mormons settled the Wasatch Front and there began to be wars between the white settlers and the Indians. As Utah grew, the Ute Reservation in the great Uintah Basin was opened to white settlers in 1905 and 1906 by an act of the U.S. Congress.

The big land rush was on! It was not like the land race along the Cimarron in Oklahoma, the government had learned its lesson there, so in the Big "U" Country the red tape made the rush much more orderly. But the homesteaders came by the hundreds.

An old Ute said. "When the Americans came they came by the many many. They came nose to tail like a string of black ants crossing the sand." Some came from Colorado through Vernal some through Strawberry Valley, but most came along the stage road from Price through Nine Mile Canyon.

An old timer who lived at the Strip (Gusher) before and during the "the opening" said, "it was like the touch of a fairy's wand, yesterday there was nothing but wilderness and desert, today there are fences, ditches, plowing, plantings, houses and towns; settlers were everywhere...it was almost magical."

It has been said that Ed F. Harmston was an enigma. He was an engineer and mathematician on one hand and a dreamer on the other; which he was when he founded Roosevelt City, no one knows.

Way out in the middle of nowhere was a small, flat topped mesa or bench overshadowed by a higher bench to the west. Nothing grew there but shad scale, rabbit brush and desert grass. There was a prairie dog town in the center and wild horses grazed across it everyday. The little bench had a dry gulch on one side flanked by a dry gulch on the other. The nearest stream of running water was miles away!

Ed F. knew the country like the back of his hand; he had surveyed part of it long before the opening, yet in spite of his knowledge, he chose that dry little desert bench for his

homestead claim. One wonders if he was planning or dreaming, it could have been a little bit of both.

Under the law, you picked your land, paid \$2.25 an acre for one hundred and sixty acres. You must then move on the land, build an abode, improve it and live there five years. After you "proved up", you received title in "fee simple" by way of a patent from the U.S. Government.

Ed. F. Harmston made his entry and paid his money, but he was too busy a man to move on and make improvements. He erected a boarded up tent and installed his two sons A.C. (Craig) and Floyd (Nick) Harmston to begin living out his time for him. These sons were the very first residents of Roosevelt, Utah.

A.C. Harmston said, "Early one morning father showed up with all his surveying equipment and we began that day to lay out the streets, alleys and lots of a town. I thought maybe my old man had been sun struck and Nick knew darn well he had, but we kept on working day after day until the job was done."

Craig pulled from the old files in his office, a plat of a town drawn on linen paper, it was labeled at the top "Dry Gulch City", when asked what it was, he answered "Well, you see, Dad and I at first called this town Dry Gulch City, and that lasted just long enough for my mother, Mary, to hear it, then she raised the roof."

Mary said, "Not on your life, not if I live here, I'll never be known as a drygulcher." So Mr. Harmston replied, "Alright Mama, you name it."

Mary Harmston was a personal friend of President Theodore Roosevelt. He was, in her belief, the best president this country ever had, or ever would have for that matter. She corresponded with Teddy, his missives being on White House stationery. So when Ed gave her the opportunity, she spoke up quick as light, "This town will be named Roosevelt City." The plat was redrawn, the name was changed and now it bears the name of Roosevelt after Teddy Roosevelt.

Ed F. Harmston along with others formed the Dry Gulch Irrigation Company, and soon there were canals, ditches and laterals. Water flowed down many streets and alleys of the town. On the drawing board were plans for a reservoir on the Pickup's Bench, the higher bench to the west, and pipeline and waterworks for the new city with plenty of pressure. It wasn't long until even this was accomplished.

In "The Early Days" Roosevelt was a tent and shantytown. Even some of the businesses began in tents. But, of course these were only temporary, lasting until something more substantial could be built. When the wind blew hard, as it seemed to do quite often in those days, it raised havoc all over the place, but the people would mend and patch, and with laughter settle down again.

Soon more substantial building began to appear including C.C. Larson's rock store, The Rough Rider Saloon, the Consolidated Wagon, a machine company's brick building, the Co-op store, and others.

There it was, it sprang up almost overnight, a town; rocky, dusty, rough and raw with a purely frontier flavor. And it grew, heaven knows why, but it did.

Even before the tents came down there was a school and some churches of several denominations. The kids from the Reservation were not to grow up "nincompoops" or irreligious either; that is, not if their parents could help it. The schools were better than you would think. A surprising number of those reservation kids, vernacular and all, who had slept in hollow logs and drank muddy water, made it to the storied "Halls of Ivy", and returned one day with sheepskins from colleges and universities.

A.C. Harmston, when he was asked why Roosevelt grew in its desert setting, while other places which seemed to be much more favorably located reached a stalemate and some died, replied, "Well, after the opening, Roosevelt was on the main stage road between Price and Vernal. It also was the mail distribution center for the Reservation. Besides, it had telegraph and telephone connections with the outside. It was the "central". Aside from that it was the "hub of the whole Uintah Basin." Pointing to a map of the Uintah Basin with a red circle around Roosevelt, he pointed out what he meant, east and west, north and south, do this and you'll see that's what it is, "The Hub".

Roosevelt being the hub, along with its other early advantages, quickly became the principal trading center for all the western area of the Uintah Basin. In the days of horse drawn transportation, and even today, it is easier to get to, shop and return home in the shortest distance and time.

At first the settlers hurried in, hoping against hope that they'd beat the railroad in; they might be lucky enough to get a piece of land the right-of-way had to cross, (although the route was always kept secret). If they got the right land, they knew it meant a fortune for them. The question wasn't if the rails would come, the only question was when? The months stretched into years, and the years into decades and still the railroad didn't come. It was close a time or two, but failed to arrive. The legend is that David H. Moffat, the railroad magnate, missed getting financed by two hours in Denver. Old Man Gould said he would advance the money, then within two hours changed his mind and pulled his support back.

Then one day, the automobile coughed and spat and purred in; and after the automobile came the motor trucks. Soon no railway was needed. One old timer said, "We needed them trains once, but not anymore; I'd feel put out if them long drags started to come through here now."

Still, looking back, we know that in the beginning, a railroad would have been a God-send because, as it was, everything a homesteader had to buy had to come on freight wagons winding slowly over mountains and across deserts from Price along the Nine Mile Road from some eighty miles away. Prices were to darn high. Not only that, but everything the farmers had to sell had to go out the same way. It was hardly worth it.

The farmers could raise most of what they needed for food; he might have patches on his pants and mamma might have to dress in calico, but they set a might hefty table.

What people of the Reservation needed most was a "cash crop", to buy the incidentals and pay their taxes, so they went to livestock. Everybody went for either sheep or cattle, and sometimes both. The country with its wide-open spaces and good grazing land was made for that. They didn't have to haul these products they could drive them to market on their own four feet. Some went up Avintaquin and over the Ridge to Colton; some went up Indian Canyon and over the Hump to Price; some went up Willow and Hill Creek to Thompson

Spring; but by far the largest number went out the Nine Mile Road to Price. At times of the year, the stagecoach would be late because it had to pass through so many herds of cattle on the way to market along the Nine Mile Road.

Then the creamery companies were founded because the Uintah Basin was a wonderful dairy country. There was a time when every little settlement, Bluebell, Mt. Emmons, Mt. Home, Altonah, Boneta and others had stations where cream, butter and eggs were bought. Roosevelt at one time had six cream stations in it. Usually cream was saved up through the week and taken to the station on Saturday for sale. Needless to say, De Laval cream separators sold like wildfire.

Saturday was the biggest day of the week in Roosevelt, the trading center. Things would really hum as the people came to town to spend their cream, butter and egg money. The bank stayed open until five o'clock and the stores until nine o'clock. Roosevelt took it in stride, but strangers stood gaping and surprised. This gave rise to the expression only the old timers understand, when things are busy they will say, "Why this is like cream day in Boneta".

After World War 1, a depression struck; banks went broke, mortgages were being foreclosed right and left. One couldn't sell a thing for a decent price. Cattle, sheep, wool and hogs weren't worth a dime a dozen. The situation looked black and it actually seemed to be the end after all the years of struggle. Roosevelt was so quiet, even on Saturdays; you could hear a pin drop.

Then out of the blue, without warning, the miracle came rolling in called the "Billion Dollar Crop". It was alfalfa seed. By this time most of the usable land in Uintah Basin was planted to alfalfa to feed livestock, and the experts found it could produce the best alfalfa seed in the world. The new land, the cool nights, the hot days produced seed of premium quality and plenty of it.

The seed industry is faded and gone now. It is hard to explain what happened when the seed industry hit this town without being accused of lying or greatly exaggerating the facts. But there are those still around who know, and they all agree on the impact to this country of the hayseed.

The seed companies came in, erected seed cleaning plants and bought seed by the tons. Literally millions of dollars were paid into the Uintah Basin each year. It was better in a way than oil because every farmer raised seed, sold it and walked away with the loot.

At that time most people still traveled by horse and buggy, but then came the cars of every kind and model from the Hudson Super Six, the Rickenbacker and the Cadillac, down to the "Tin Lizzy". Most people held their heads and bought Fords, Chevrolets and Buicks.

Roosevelt rolled...business had never been so good. Well, the seed business has vanished now. It died from the lack of fertilizers, insecticides and innovation methods. However, with the new technology in these areas, sooner or later, the seed boom may come back again.

A side product of the alfalfa seed industry was honey; the blossoming alfalfa fields produced honey by the carload. There were both big and little bee outfits and our honey, because of its

quality, became famous from coast to coast. It too was a ready source of money that helped Roosevelt grow.

What we have written will seem to some like old, old history, but it isn't. Roosevelt is a very young town; one of the newest in the state. We are now a thriving, modern community. We have one of the best Medical facilities in Rural Utah, Utah State University has a branch campus here. We have a Technology Center with one of the finest nursing programs in the State. Roosevelt is host to one of the finest 18 hole golf courses. We have two co-operatives located in Roosevelt one being Moon Lake Electric and the other Uintah Basin Telephone, which employ many of our citizens. We have come a long, long way in the time we've had. We have the oil fields and many other resources. They have always been here, but are just now being developed. Roosevelt's tomorrow looks as bright as our stars of night in our clear blue sky.

This information was provided from www.rooseveltcity.com in an article written by George E. Stewart.

1.2. Study Need

The City of Roosevelt has seen a 31.1% population increase within the last decade after an (14.4%) population decrease the decade before. From 1960 to 2000, the population has decreased (1.4%). The City of Roosevelt has recently shown an increase in population. A well-established transportation plan is needed to provide direction for continual maintenance and improvements to Roosevelt City's transportation system.

Roosevelt City has an adopted a General Plan. The Roosevelt City General Plan briefly describes the transportation needs of this area. With the aging infrastructure of the transportation system and the need for system improvements, a more extensive transportation plan is necessary for Roosevelt City and the surrounding area.

Some of the major transportation issues around the State are as follows:

- Safety
- Railroad crossings
- Trails (bicycle, pedestrian, & OHV)
- Signals
- City interchange aesthetics
- Connectivity of roadways
- Property access
- Truck traffic
- Alternate routes
- Speed limits

Roosevelt City recognizes the importance of building and maintaining safe roadways, not only for the auto traffic but also for pedestrians and bicyclists.

1.3. Study Purpose

The purpose of this study is to assist in the development of a transportation master plan for Roosevelt City. This plan could be adopted by Roosevelt City as a companion document to the city's General Plan. With the transportation master plan in place the city can qualify for grants from the State Quality Growth Commission.

The primary objective of the study is to establish a solid transportation master plan to guide future developments and roadway expenditures. The plan includes two major components:

- Short-range action plan
- Long-range transportation plan

Short-range improvements focus on specific projects to improve deficiencies in the existing transportation system. The long-range plan will identify those projects that require significant advance planning and funding to implement and are needed to accommodate future traffic demand within the study area.

1.4. Study Area

The study area includes Roosevelt City, and land adjacent to it that is in Duchesne County. A general location map is shown in Figure 1-1. A more detailed map of the study area and city limits is shown in Figure 1-2. The study area was developed by Roosevelt City and approved by the Roosevelt City Transportation Master Plan Technical Advisory Committee.

The roadway network within the study area includes SR-21, and SR-257. Each of these roadways provides a vital function to Roosevelt City proper and also access to adjacent municipalities. These roadways along with the local road network are shown in Figure 1-2.

1.5. Study Process

The study, which began in March 2005, is proceeding as a cooperative effort between Roosevelt City, UDOT, and local community members. It is being conducted under the guidance of Roosevelt City Officials. The following individuals participated in the initial meetings to provide input used to create this document. This group listed below will be referred to as the Technical Advisory Committee or "TAC" for this document.

**Monica Seifers
Nedra Kennedy
Janet Davis
Bryan Sherwood
Virginia Jones
Terry Wiseman
Ree Schena
Arden Fowles
Eugene H. Mayer
George Schaidt
April McKeon
Tom Bradshaw
Rob Adams
Richard Jefferson
David A. Symond
Donald Wilden**

**City Recorder
City Manager
General Manager
City Council
Airport Manager
UDOT Maintenance
UDOT Area Supervisor
Roosevelt Treasurer
Mayor
Retired
City Engineer
City Public Works Foreman
Beaver Co. Economic Development
Citizen
Lions club
Planning Commission**

**Troy Netto
Carl Maples
Bub Thienel
Mary Schaidt**

**City Council
Circle Four Farm
Circle Four Farm
Citizen**

The study process for the Roosevelt City Transportation Master Plan consist of three basic parts: (1) inventory and analyze existing conditions, (2) project future conditions, and (3) development of a transportation master plan (TMP). This process involves the participation of the TAC for guidance, review, evaluation and recommendations in developing the TMP to include development of future projects for the identified study area.

The TAC will evaluate each part of the study process. Their comments will be incorporated into the study's draft final report. The remainder of the draft final report will focus on the recommendation and implementation portion of the transportation plan program. Transportation projects that will be recommended for the short-term and long-range needs will be developed based on the TAC's recommendations and concurrence.

The study process allows for the solicitation of input from the public at two TAC workshops. This public participation element is included in the study process to ensure that any decisions made regarding this study are acceptable to the community.

The first TAC workshop will provide an inventory and analysis of existing conditions and identify needed transportation improvements. The second TAC workshop will focus on prioritizing projects, estimating costs, and discussion of the funding processes.

The TAC is expected to recommend those comments that are to be incorporated into the report and applicable to the goals of this study. The draft final report and the final report will be submitted to the City for review and comments.

Upon local review of the draft report, UDOT will prepare appropriate changes and submit the final report to the City for approval. The final report will describe the study process, findings and conclusions, and will document the analysis of the recommended transportation system projects and improvements.

Figure 1-1: Roosevelt Study Area Location

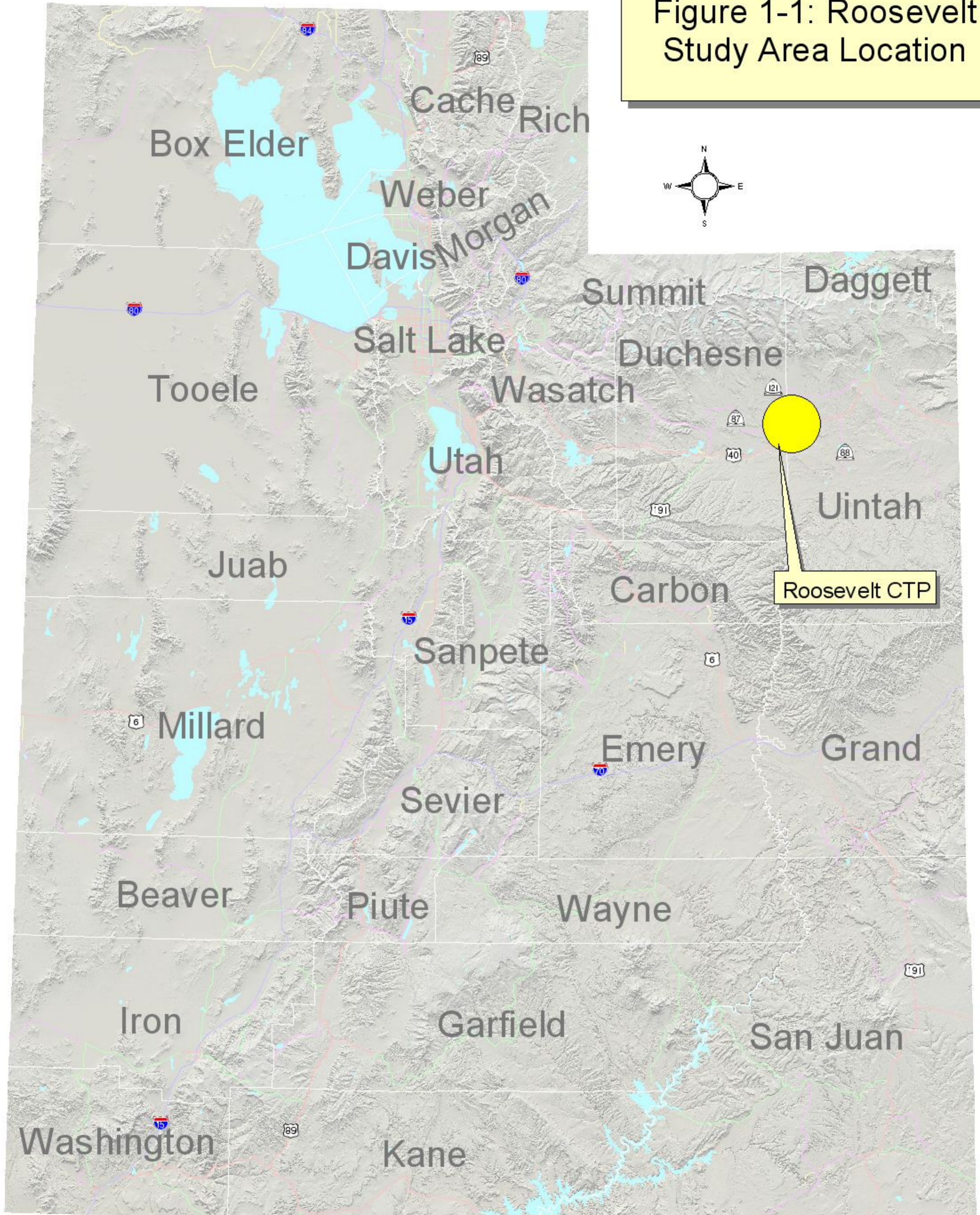
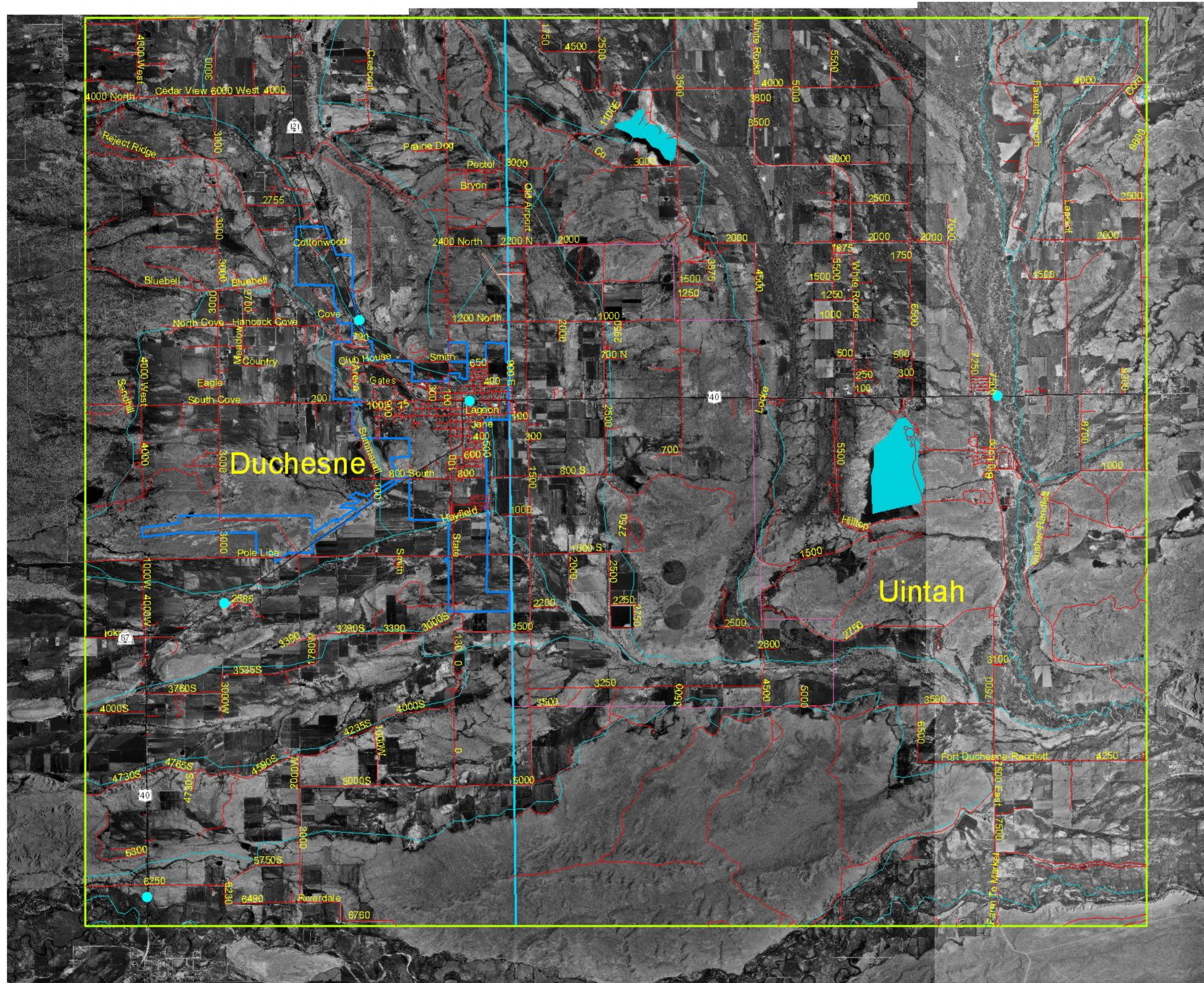


Figure 1-2: Roosevelt
Study Area Vicinity



- Bridges
- State Roads
- Local Roads
- Airport
- Water Courses
- City Boundaries
 - Roosevelt
 - Ballard
- Water Bodies
- Study Boundary
- County Line

0.5 0 0.5 1 1.5 2 2.5 3 Miles

2. Existing Conditions

An inventory and evaluation of existing conditions within the study area was conducted to identify existing transportation problems or issues. The results of the investigation follow.

2.1. Land Use

In order to analyze and forecast traffic volumes, it is essential to understand the land use patterns within the study area. Much of the City is zoned Residential, but there are also many issues dealing with commercial and industrial properties. By analyzing the patterns or changes in land use, we can better predict the ever-changing transportation needs.

The Roosevelt City Zoning map follows on the next page.

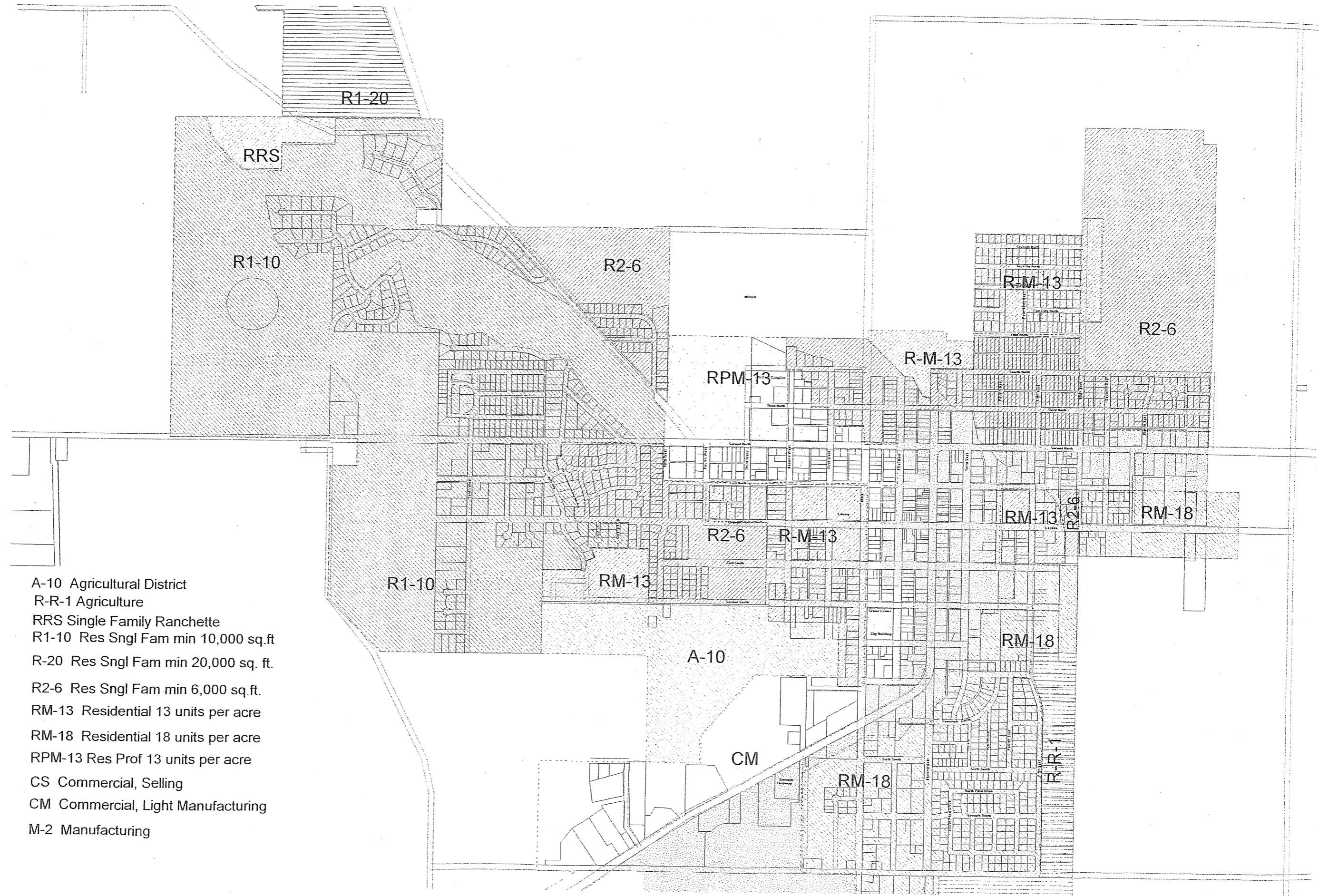
2.2. Environmental

In Utah there are a variety of local environmental issues. Each of the cities and counties need to look at what are the environmental issues in their areas on a case-by-case basis. There are many resources that can help local entities to determine what issues need to be addressed and how any problems that may exist can be resolved.

Some of the environmental concerns around the State are wetlands, endangered species, archeological sites, and geological sites among other issues. Environmental concerns should be addressed when looking at an area for any type of improvement to the transportation system. Protecting the environment is a critical part of the transportation planning process.

2.3. Socio-Economic (Census Brief: Cities and Counties of Utah, May 2001)

Roosevelt City ranked 72nd for population in the State of Utah, out of 235 incorporated cities and towns. Historical growth rates have been identified for this study, because past growth is usually a good indicator of what might occur in the future. Chart 2-1 identifies the population growth over the past 50 years for the State of Utah, Duchesne County and Roosevelt City. Chart 2-2 identifies that population change in Roosevelt City has ranged from 1.90% between 1980 and 1990 to gaining 91.62% between 1970 and 2080, while growth in the State has gained between 18 and 38 percent during the past 50 years.

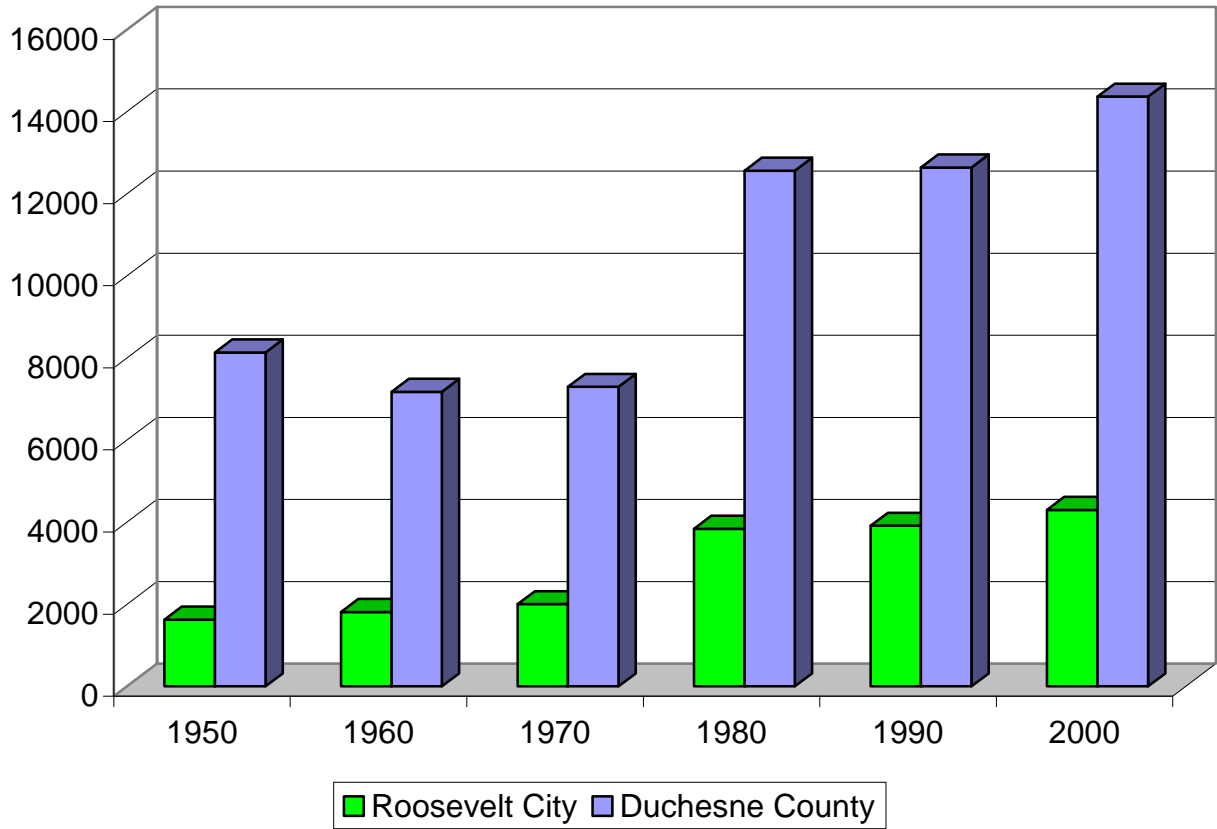


- A-10 Agricultural District
R-R-1 Agriculture
RRS Single Family Ranchette
R1-10 Res Sngl Fam min 10,000 sq.ft
R-20 Res Sngl Fam min 20,000 sq. ft.
R2-6 Res Sngl Fam min 6,000 sq.ft.
RM-13 Residential 13 units per acre
RM-18 Residential 18 units per acre
RPM-13 Res Prof 13 units per acre
CS Commercial, Selling
CM Commercial, Light Manufacturing
M-2 Manufacturing

Chart 2-1. Population Data

Year	Population		
	Utah	Duchesne County	Roosevelt City
1950	688,862	8,134	1,628
1960	890,627	7,179	1,812
1970	1,059,273	7,299	2,005
1980	1,461,037	12,565	3,842
1990	1,722,850	12,645	3,915
2000	2,233,169	14,371	4,299

Population



Source: U.S. Bureau of the Census

<http://www.governor.utah.gov/dea/OtherPublications.html>

Chart 2-3 identifies yearly population growth rates for the State of Utah and Duchesne County.

As the State population has grown every decade from 1950 until 2000, Duchesne County has also showed stop and go rate of growth in population over the same period with periods of negative to slow growth with a period of accelerated growth during the early 1970s and the county population doubled from 1970 to 1984. Since, the population growth has stabilized with slow but positive growth.

Roosevelt City has some unique demographic characteristics when compared with the State, particularly with age demographics. In the 25 to 54-age category, the State is at 38.6% the County is at 36.0% and the City is at 35.4%. For the 65+-age category, the State is at 8.5%, the County is at 9.4% and the City is at 8.3%. The State's median age is 27.1 years and the County's median age is 28.3 years, City's median age is 24.9 years. Another interesting statistic is that of Veteran status with State at 10.7%, County at 11.8%, and Roosevelt City at 9.6%.

The 2000 median household income in Roosevelt City is \$29,190, compared to the State median household income of \$45,726.

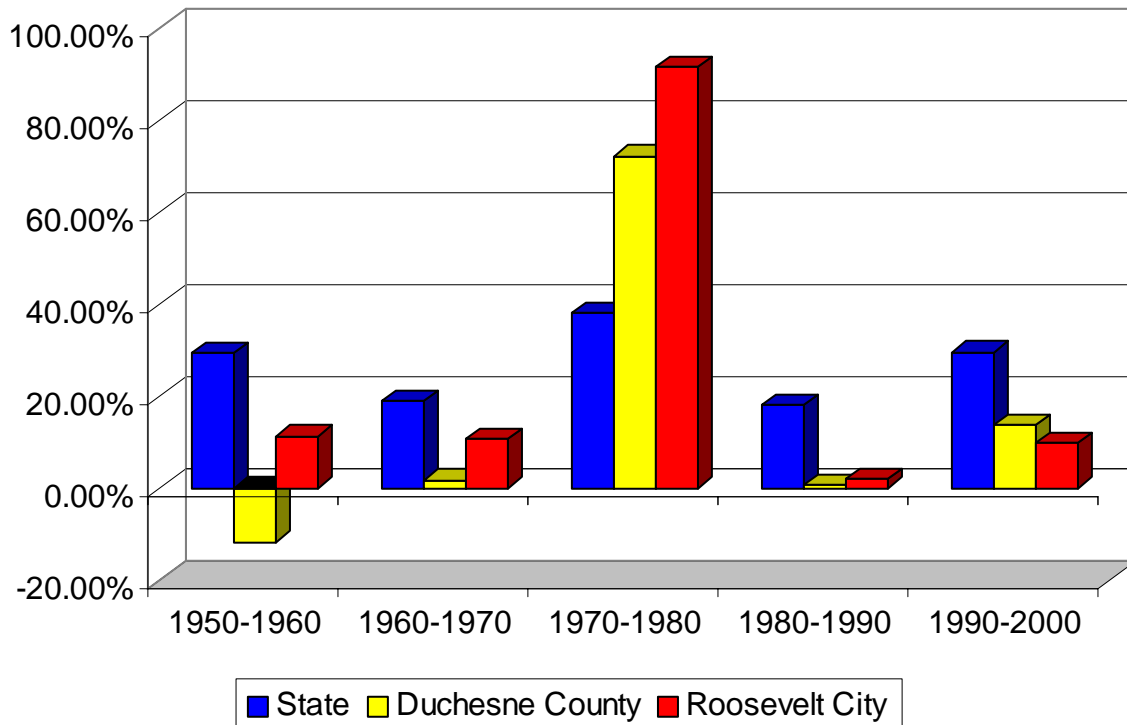
The unemployment rate in Roosevelt City was 5.6 percent in 2000. According to the Utah Department of Employment Security (UDES), in 2000 there were approximately 1,665 employed people in Roosevelt City or 59.8% of the population. The city has 156 unemployed people, which is 8.6% of the population. There are 5,468 employed people in Duchesne County or 60.8% percent of the population. The county has 460 people unemployed, which is 4.7% of the population.

The majority of employees in Duchesne County work in three primary employment sectors: Government Trade, and Services as shown in Chart 2-5. In the county, these sectors make up 69% of the labor force. Another interesting note was that housing built from 1990-2000 were 16.1% of total for Roosevelt City compared to 25% for the state. Also homes built before 1939 were 5.7% of the total for Roosevelt City with 10% for the state.

Chart 2-2. Population Change Data

Decade	State of Utah	Duchesne County	Roosevelt City
1950-1960	29.29%	-11.74%	11.30%
1960-1970	18.94%	1.67%	10.65%
1970-1980	37.93%	72.15%	91.62%
1980-1990	17.92%	0.64%	1.90%
1990-2000	29.62%	13.65%	9.81%

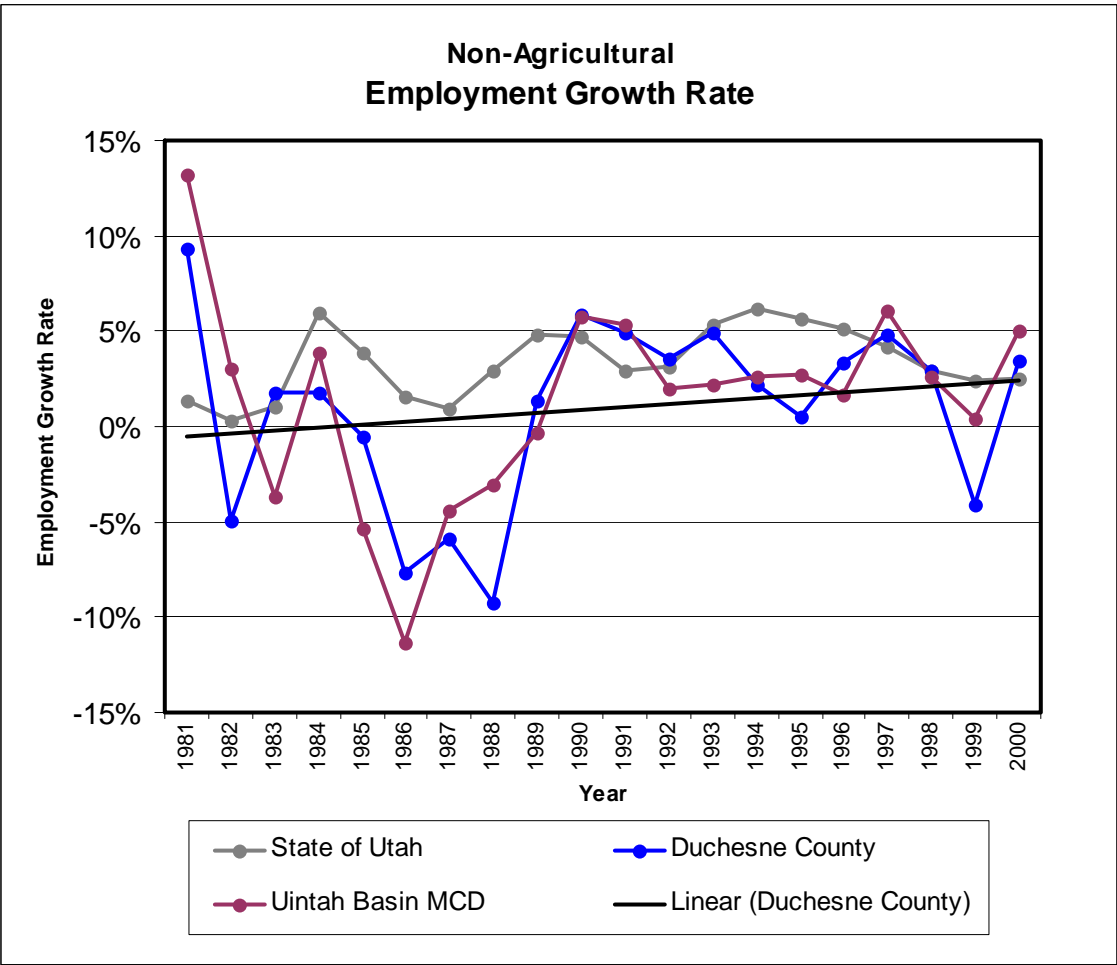
Decenial Population Change



Source Data: U.S. Bureau of the Census

<http://www.governor.utah./dea/OtherPublications.html>

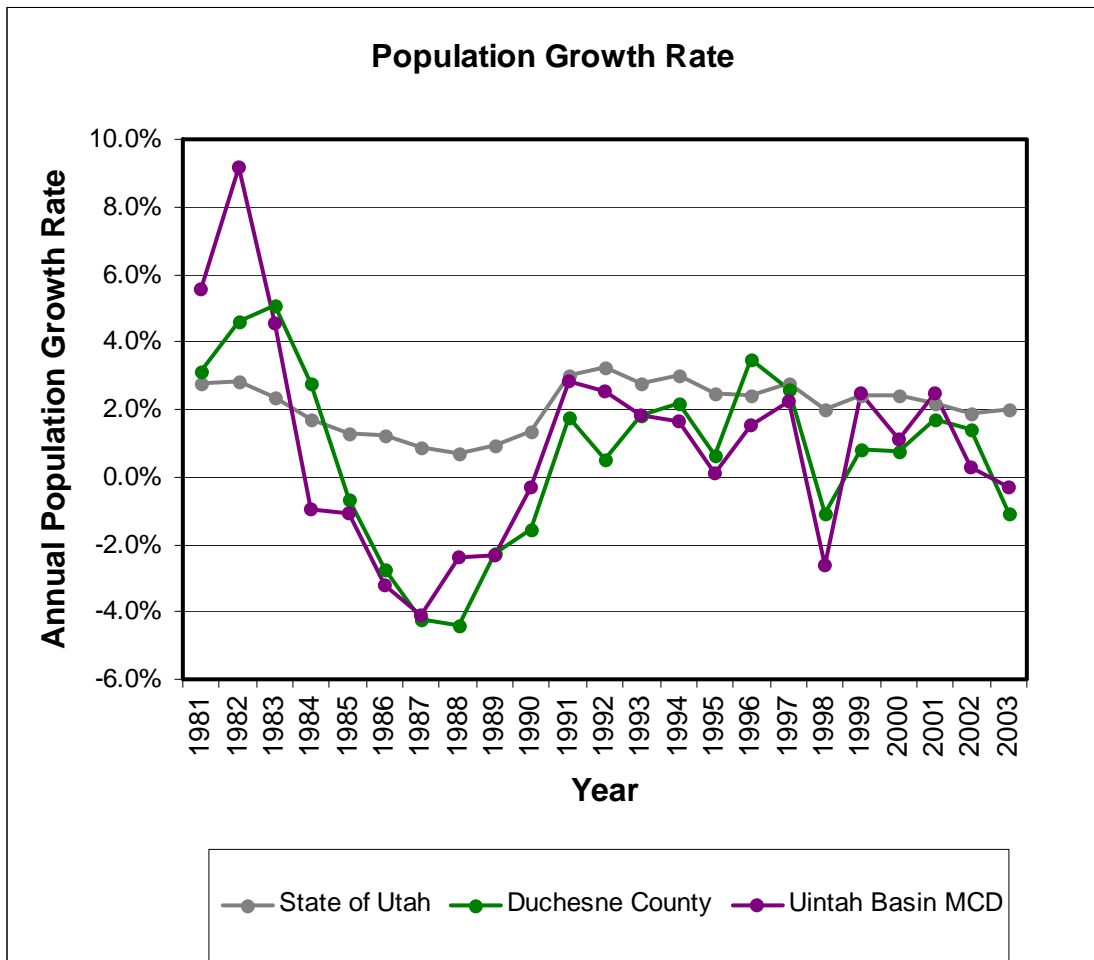
Chart 2-4. Employment Growth Rate (1980-2000)



MCD = Multi-County Districts, Uintah Basin MCD = Daggett, Duchesne & Uintah Counties

Source: Governors Office of Planning and Budget
<http://www.governor.utah.gov/dea>

Chart 2-3. Population Growth Rate (1980-2000)



MCD = Multi-County Districts, Uintah Basin MCD = Daggett, Duchesne & Uintah Counties

Source: Governors Office of Planning and Budget

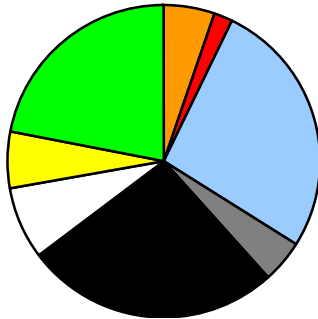
<http://www.governor.utah.gov/dea>

Chart 2-5. Employment Sectors (1980-2000)

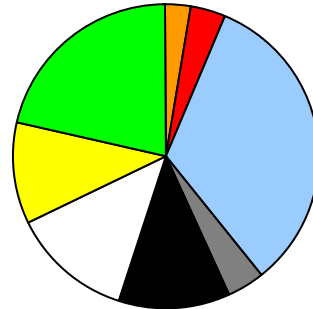
Sector	1980	1990	2000	Δ% 1980-2000
Construction	5.18%	2.78%	5.27%	19.05%
FIRE	2.00%	3.70%	2.30%	34.57%
Government	26.75%	33.05%	32.45%	41.88%
Manufacturing	4.29%	3.78%	3.08%	-16.09%
Mining	26.43%	12.20%	11.56%	-48.83%
Services	7.43%	12.71%	14.11%	122.26%
TCPU	5.87%	10.81%	9.32%	85.71%
Trade	22.04%	21.67%	22.47%	19.26%

FIRE = Finance, Insurance & Real Estate
TCPU = Telecommunications & Public Utilities

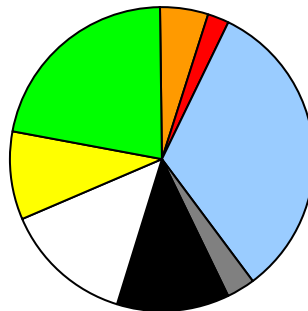
1980 Employment Sectors



1990 Employment Sectors



2000 Employment Sectors



Source: Governors Office of Planning and Budget
<http://www.governor.utah.gov/dea/HistoricalData.html>

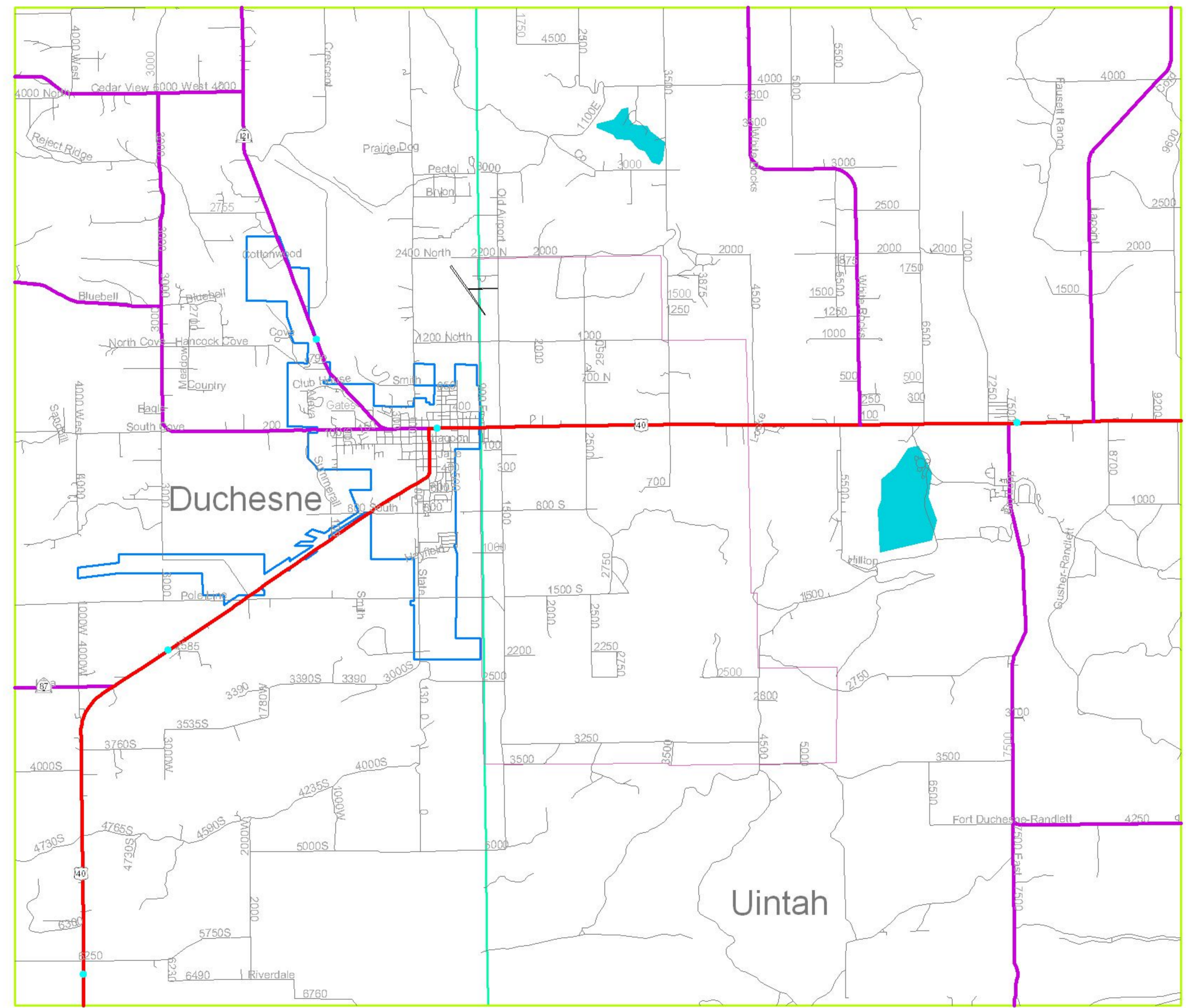
2.4. Functional Street Classification

This document identifies the current function and operational characteristics of the selected roadway network of Roosevelt City. Functional street classification is a subjective means to identify how a roadway functions and operates when a combination of the roadway's characteristics are evaluated. These characteristics include; roadway configuration, right-of-way, traffic volume, carrying capacity, property access, speed limit, roadway spacing, and length of trips using the roadway.

The primary classifications used in classifying selected roadways of Roosevelt City are: Minor Arterial, Major Collector, Minor Collector and Local. An Arterial's function is to provide traffic mobility at higher speeds with limited property access. Traffic from the local roads is gathered by the Collector system, which provides a balance between mobility and property access trips. Local streets and roads serve property access based trips and these trips are generally shorter in length.

The functionally classified system is currently being revised statewide. The current functionally classified system generally defines the higher traffic roads, so only minor additions or changes will be required.

Figure 2-2: Existing State and Federal Routes Classification



- Bridges
- Federally Classified Roads
- Other Principle Arterial
- Collector
- Local Roads
- Airport
- City Boundaries
- Roosevelt
- Ballard
- Water Bodies
- Study Boundary
- County Line



2.5 Bridges

There are five bridges on the state system located in the study area that could be eligible for federal bridge maintenance, rehabilitation, or replacement funds. Bridges are maintained and minor repairs made with maintenance funds. A bridge is rehabilitated or replaced as it deteriorates over time and as traffic volumes increase. (Figure 2-3 Bridge Sufficiency Rating)

Table 1 compares the bridges in the study area and identifies their sufficiency rating and location. Sufficiency rating indicates current condition of the structure with a rating of 100 showing a structure that is in excellent shape. A rating nearing 50 will reveal a structure that is in need of attention and is eligible for federal funding.

Table 1. Bridges

Number	Location	Maximum Span	No. Lanes & Road Width	Sidewalk	Sufficiency Rating
D-525	SR-121 over Cottonwood Creek	13.4 m	2 lanes, 9.8 m	no	56.1
D-593	SR-40 over Cottonwood Creek	29.0 m	3 lanes, 22.4 m	yes	87.2
D-658	Irrigation Flume that Spans SR-40	63.1 m	1.6 m	n/a	-2.0
C-321	SR-40 over Uintah River	37.9 m	2 lanes, 12.9 m	no	92.5
V-1695	SR-40 over Dry Gulch, 4 Miles West of Roosevelt	9.33 m	2 lanes, 37.4	no	87.8

Bridge Sufficiency Rating – Figure 2-3

Source: Utah Department of Transportation/Structures Division

2.6 Traffic Counts

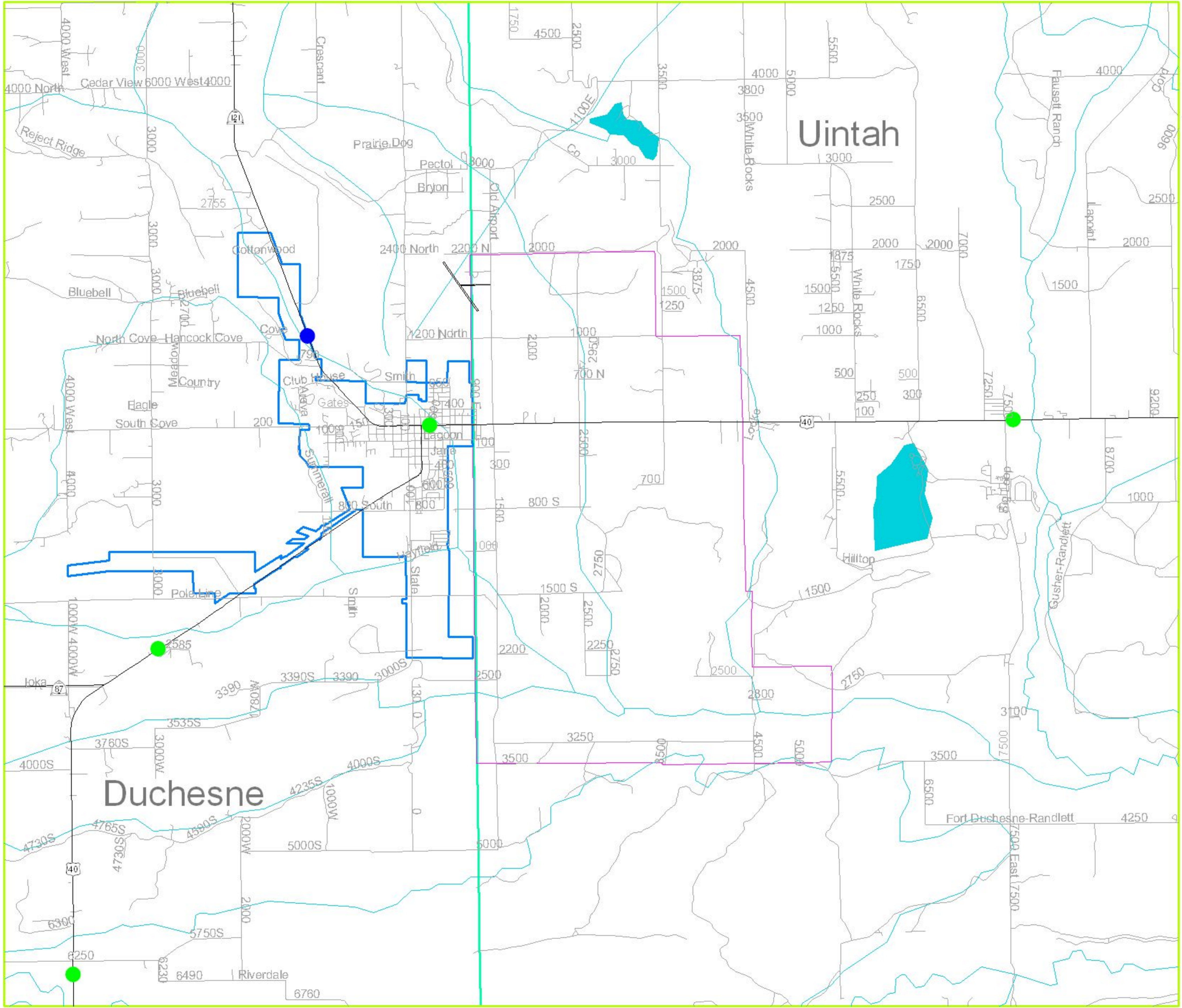
Recent average daily traffic count data were obtained from UDOT. Table 2 shows the traffic count data on the key roadways of the study area. The number of vehicles in both directions that pass over a given segment of roadway in a 24-hour period is referred to as the average annual daily traffic (AADT) for that segment.

Table 2. Average Annual Daily Traffic

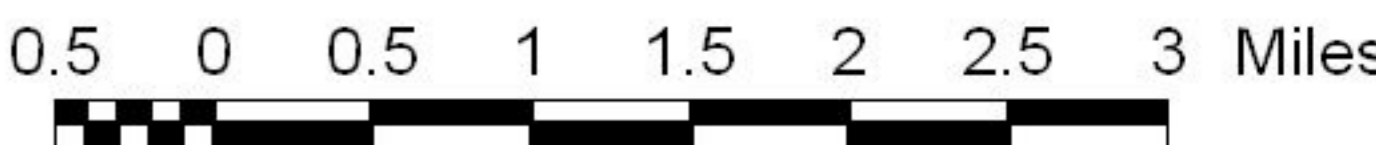
Road	Segment	Year	AADT
US-40	Junction SR-87 Southwest of Roosevelt	2003	7,475
US-40	South Incorporated Limits Roosevelt	2003	7,775
US-40	Junction SR-121 in Roosevelt	2003	8,910
US-40	Duchesne/Uintah County Line	2003	6,017
SR-87	Junction US-40	2003	2,535
SR-121	Junction US-40	2003	8,315
SR-121	Northwest incorporated Limits Roosevelt	2003	7,520

Source: Utah Department of Transportation

Figure 2-3: Bridge Sufficiency Rating



- Bridges**
- Eligible for Replacement Funds
 - Eligible for Rehabilitation Funds
 - Maintenance Funds Only
- Other Features**
- State Routes
 - Local Roads
 - Airport
 - Water Courses
 - City Boundaries
 - Roosevelt
 - Ballard
 - Water Bodies
 - Study Boundary
 - County Line



These are averages for the entire year. Roosevelt City experiences a significant increase in traffic during the summer months. UDOT maintains 86 continuously operated automatic traffic recorders (ATR) throughout the state highway system. ATRs collect data continuously throughout the year in order to determine monthly, weekly, daily, and hourly traffic patterns. No ATRs are located in or near the study area. The ATR located in or near the study area on US-40. The following summarize the 2003 data from the ATR at this location.

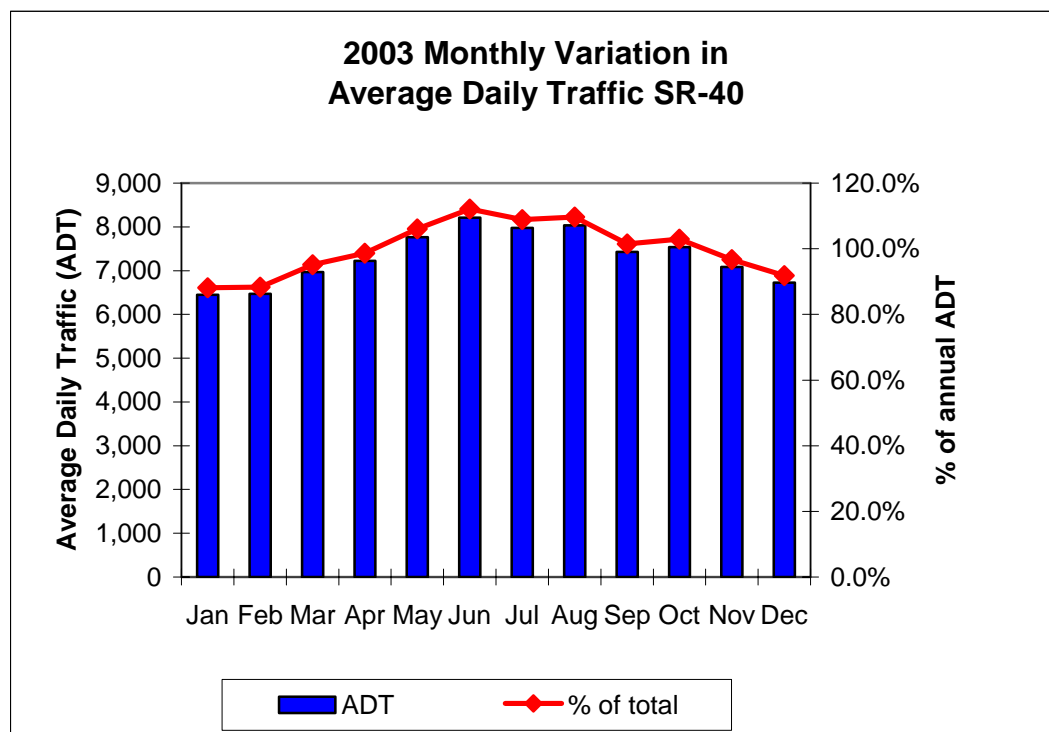
Traffic on US-40; 3 Miles West of SR 121, Roosevelt @ MP 111.39

- June was the highest volume month.
- February was the lowest volume month
- The highest daily volumes occurred on Friday
- The lowest daily volumes occurred on Sunday

The hourly traffic shows a clear average peak hour of around 3:00 to 6:00 pm. This is consistent with an afternoon commuter peak.

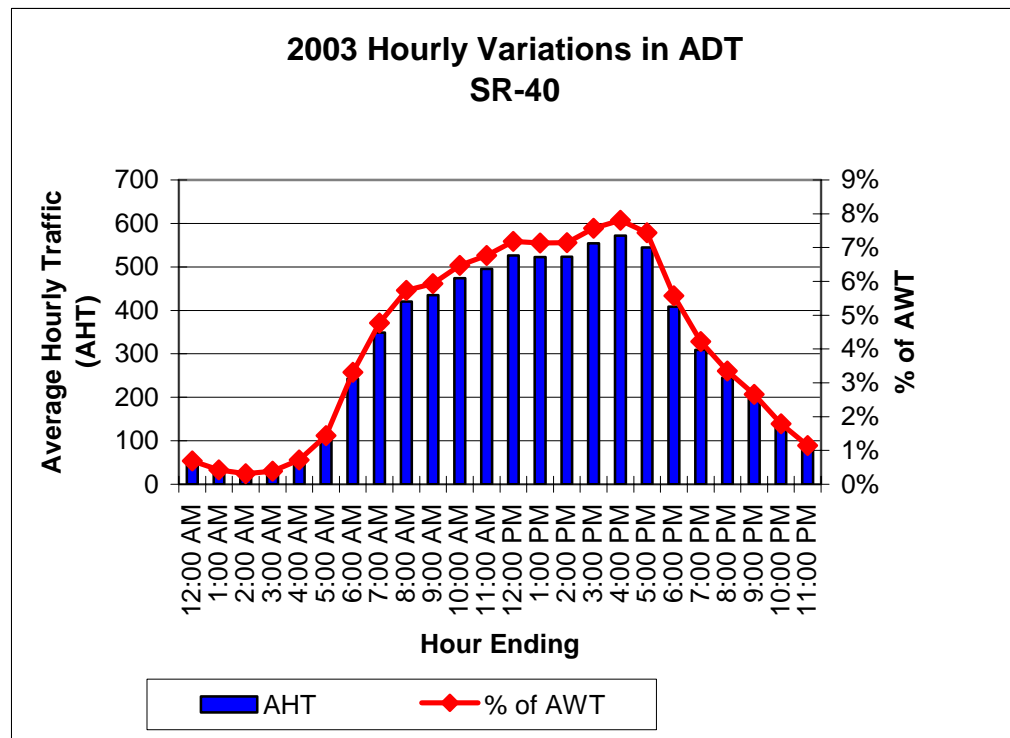
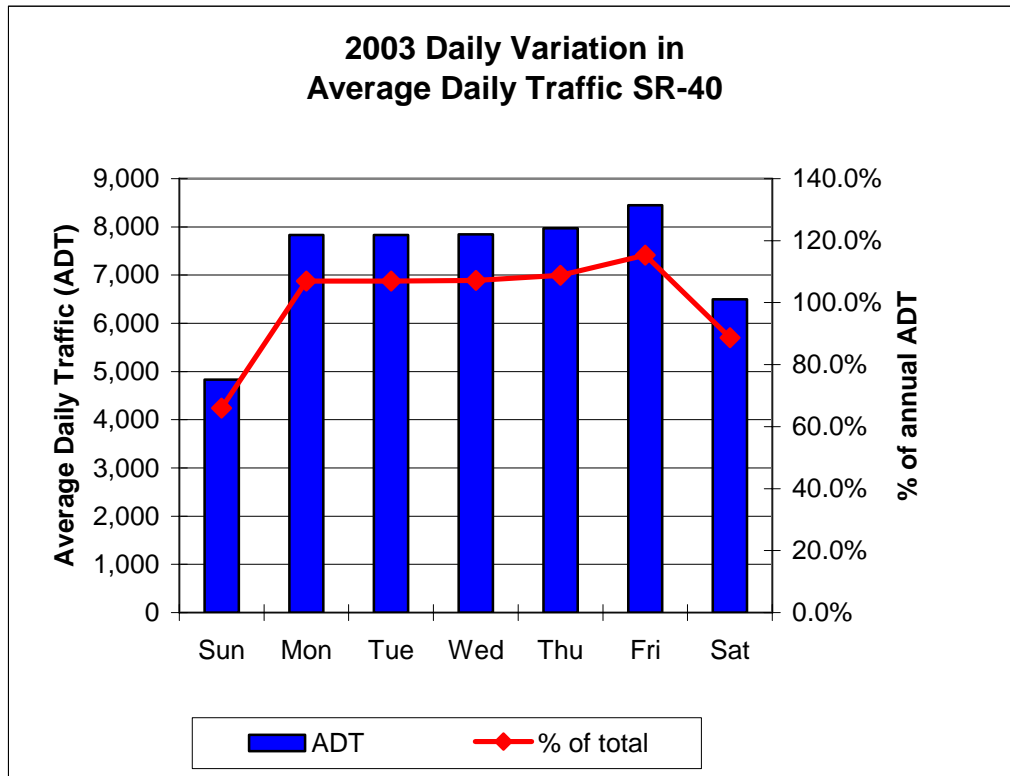
A map illustrating existing and future traffic, peak season traffic, and roadway capacities is presented in the Traffic Forecast section 3.2.

Monthly ADT on US-40



Source: Utah Department of Transportation

Daily and Hourly ADT on US-40



Source: Utah Department of Transportation

2.7 Traffic Accidents

Traffic accident data was obtained from UDOT's database of reported accidents from 2003. Table-3 summarizes the accident statistics for those segments for the year 2002. Additional information includes the average daily traffic, the number of reported accidents, and the accident rates. The roadway segment accident rates were determined in terms of accidents per million vehicle miles traveled. The crash rates for each roadway segment are compared to the expected crash rate for similar facilities across the state.

Upon review of the accident data for the state system, there appears to be a higher than expected accident rates at the following locations:

- On US-40 from milepost 114.94 to milepost 115.55
- On US-40 from milepost 121.78 to milepost 123.00
- On SR-121 from milepost 4.96 to milepost 6.25

The remainder of the state system shows a lower than expected accident rate. Figure 2-4 shows accident data taken from 1999-2001, which shows various segments of the state highway system and associated accident data.

Roosevelt City may wish to review the accident history for the local street system to identify any specific accident hot spot locations.

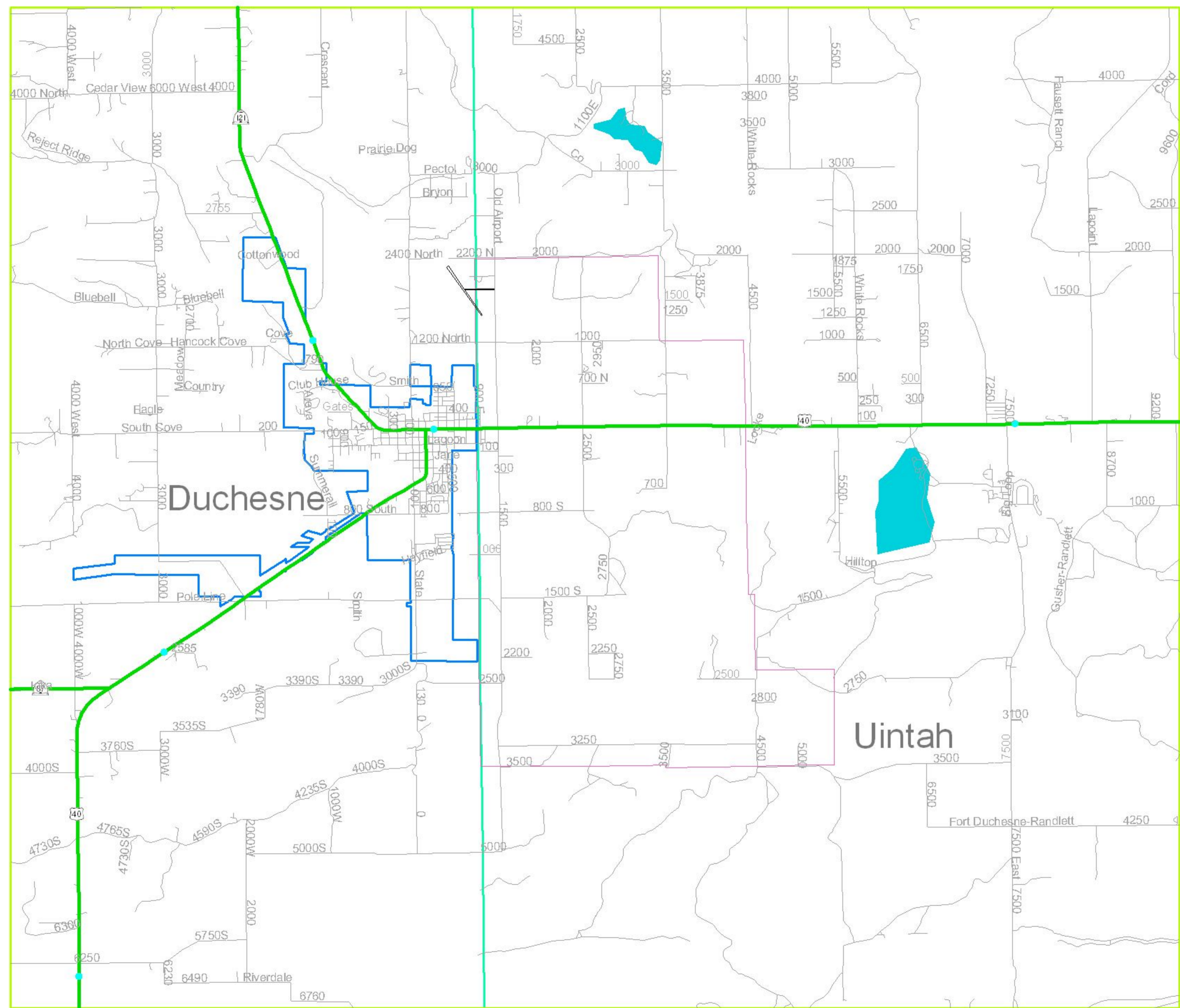
Table 2-3. Crash Data 2003

Road	From Milepost	End Milepost	ADT (2002)	# Crashes (2002)	Crash Rate	
					Actual	Expected*
40	105.7	109.89	5370	11	1.28	1.79
40	109.9	114.93	7335	17	1.19	1.79
40	114.94	115.55	8745	11	5.43	1.79
40	115.56	121.77	5355	11	0.83	1.79
40	121.78	123	3000	6	4.29	1.54
87	36	38.11	790	1	1.94	2.37
121	0	2.68	4165	5	0.65	1.98
121	2.69	4.95	7385	1	0.17	2.12
121	4.96	6.25	1495	2	3.12	2.37

* Statewide average accident rates for functional class and volume group.

Red indicates higher than expected rates of accidents

Figure 2-4: State Road Safety Index



2.8 Bicycle and Pedestrian

The Federal Highway Administration recognizes the increasingly important role of bicycling and walking in creating a balanced, intermodal transportation system, and encourages state and local governments to incorporate all necessary provisions to accommodate bicycle and pedestrian traffic. In following this directive, Roosevelt City is encouraged to adopt a “complete streets” philosophy that allows for the advancement of a transportation system for both motorized and non-motorized travel.

2.8.1 Biking/Trails

Roosevelt City currently does not have dedicated bike lanes for bicyclists and roadway shoulder-width varies throughout the City. Where there is adequate shoulder, there is also a level of comfort for those cyclists choosing not to ride in the travel lane. The community experiences a high number of both commuter and recreational cyclists. Many of the recreational cyclists can be found traveling along US-40 during the summer months, as participants of bicycle tour groups passing through the City.

Roosevelt City is actively promoting the development of trails throughout the City. This is evidenced through the partnership with Daggett County and the Department of Health to construct the Tri-County Health Walkway Trail. The City also recently submitted an application to the Utah Department of Transportation to secure Transportation Enhancement funding for a proposed Roosevelt Walking/Biking Path. Completion of these paths will become part of a planned continuous trail system throughout the City. Roosevelt City is completing its trails in phases as funding permits, and would like to develop a trails master plan in the near future. Although the City supports construction of trails, there currently is not a requirement for developers to include trails as part of their development plans.

Roosevelt City is rural in nature and as such ATV use is a popular activity in the community. The City does not have designated ATV trails and has expressed a concern that some users are riding in inappropriate locations. These situations have been managed by city enforcement to keep it under control.

2.8.2 Pedestrian

Most of Roosevelt City has sidewalk in good condition that provides for consistent pedestrian travel. It is estimated that between 75% and 80% of the City has sidewalk in place. There are segments in the system, such as along US-40, where installation of sidewalk should be added to complete the system. The current sidewalk system is in fairly good condition and provides a safe and consistent travel system for pedestrians. All new sidewalk installations are ADA compliant, and sidewalks in the downtown area are being retrofitted to become compliant. The City is committed to creating walkable communities and, with the exception of cul-de-sac locations, requires developers to include sidewalks in their development plans.

Through the combined efforts of the Utah Department of Transportation (UDOT) and Roosevelt City, a lighting project for Main Street and part of Lagoon Street is currently underway. This project includes decorative lighting on these heavily traveled roadways, which will provide for safer pedestrian travel. The City has also partnered with UDOT through the state's Safe Sidewalk Program to install new sidewalks in areas of need.

2.9 Public Transportation

There is no city bus system or intercity public transportation serving Roosevelt. The last intercity public transportation to serve the Roosevelt area was the Amtrak "Desert Wind" passenger train which was discontinued on May 11, 1997. The nearest Amtrak rail passenger service is Amtrak's "California Zephyr" serving Salt Lake City. Intercity bus service is provided by Greyhound with stops in Fillmore, Beaver and St George on routes linking southern California with Chicago and New York City, as well as Salt Lake City to Phoenix. Scheduled commuter airline service is available in Cedar City, with major airline service available in Salt Lake City and Las Vegas.

Transportation for seniors and the handicapped is provided by two shuttle buses operated by the Roosevelt Senior Center and Duchesne County Service District #3. These buses are available to provide transportation to local hospitals, care centers, doctor's appointments, and to special events

2.10 Freight

Roosevelt's history as a freight transportation center began on May 15, 1880 when the first train arrived in town from Salt Lake City. The Utah Southern Railroad was built south from the Wasatch Front to serve the mining town of Frisco, located about 17 miles west of Roosevelt. Utah Southern was eventually merged into the Los Angeles & Salt Lake Railroad, which extended the line from Utah southwest to Los Angeles. Known as the "Salt Lake Route," the LA & SL between Utah and southern California was completed on January 30, 1905 at a point 34 miles southwest of modern-day Las Vegas. The Union Pacific Railroad had been involved as a part owner of the LA & SL since the route was extended to southern California, and on April 27, 1921 the UP assumed full control of the Salt Lake Route.

Railroad:

Today, the Union Pacific is America's largest railroad with over 33,000-miles of track, including the Salt Lake Route mainline which links the busy seaports and markets of southern California with UP's Overland Route mainline to Chicago at Ogden, Utah. Roosevelt serves as a crew-change point between Salt Lake City and Las Vegas for transcontinental freight trains, and as a switching yard for local freight trains serving industries from Cedar City to Lynndyl. Roosevelt Yard also handles mainline switching for the fast-growing Las Vegas, Nevada metropolitan area.

On average more than 30 freight trains pass through Roosevelt every day, carrying over 45 million tons of freight each year. Coal from Utah mines en route to the Nevada Power steam-electric generating station at Moapa, Nevada are the heaviest trains operating through Roosevelt on the Salt Lake Route mainline. Solid trains of new

automobiles en route from Detroit to southern California, as well as trains of import autos bound from the Port of Long Beach to the Midwest and east coast are a daily sight in Roosevelt, as are manifest freight trains carrying a variety of commodities ranging from finished lumber to cement to furniture.

Two types of freight trains play a major role in rail operations in Roosevelt, “Doublestack” intermodal trains and one-commodity “Unit trains” transporting animal feed ingredients. Dozens of double-stack trains pass through Roosevelt each week en route to and from the Ports of Los Angeles and Long Beach and Chicago and points east. As one of Union Pacific’s two main east/west routes serving southern California, the Salt Lake Route mainline is vital to America’s import/consumer-based economy.

On the local scene, the largest generator of freight via any mode in the Roosevelt area is Circle 4 Farms. Raising 1.3 million hogs annually at a massive pig farm complex located about 15 miles southwest of Roosevelt, Circle 4 consumes vast amounts of commodities that are processed to make pig feed. Located in the Roosevelt Industrial Park just east of downtown, the Circle 4 feed mill receives a 75-car unit train of corn every ten days via the Union Pacific. Each car on these 75-car trains is a covered hopper car with a carrying capacity of 100 tons. Additional rail car loads of feed ingredients arrive at the Circle 4 feed mill each week.

Union Pacific, along with its contract crew-transportation service, employ more than 125 people as a part of the railroad’s Roosevelt operations.

Truck:

Although not located on a primary highway truck route, Roosevelt sees a fair amount of truck traffic passing through the community as well as serving local industries such as Circle 4 Farms. State Highways 21 and 257 serve local industries that rely on truck transportation as well as linking Roosevelt with primary freight routes in the region such as Interstate Highway 15, U.S. Highways 93, 50 and 6. Some long distance truckers opt to travel through Roosevelt on State Route 21 as a short cut between I-15 at Beaver and the Great Basin Highway, U.S. 93 at Ely, Nevada. As such, Roosevelt sees a limited amount of east/west through truck traffic, as well as north/south truck movements, many of which are associated with CANAMEX Corridor traffic. The CANAMEX Corridor links Canada with Mexico via the Mountain West and results from the North American Free Trade Agreement (NAFTA).

Major freight-generating industries:

Circle 4 Farms:

A relative newcomer to the Roosevelt area, Circle 4 Farms was established in the early 1990’s primarily to raise hogs to be shipped by truck to packinghouses in the Los Angeles area. Prior to Circle 4 Farms, live hogs were shipped by rail via the Union Pacific from Nebraska to Los Angeles via Roosevelt in what were the last livestock shipments by rail in the United States. Circle 4 has evolved into the largest generator of

freight, and the largest employer in the Roosevelt area. Circle 4 Farms currently employs more than 55 people in Roosevelt at its feed mill and downtown general offices, while the nearby pig farm complex employs an additional 380.

To support the 1.3 million hogs they raise each year in southwestern Utah, Circle 4 receives more than 400,000 tons of feed and supplies annually. During 2004 Circle 4 received 3,959 rail car shipments and 1,392 truck shipments at its Roosevelt feed mill. To get the processed pig feed from the mill in Roosevelt to the farm located about 15 miles away, Circle 4 operated 10,083 one-way truck movements. It is important to note however, that with the exception of 177 inbound truck shipments that arrived in town on State Route 257, none of the trucks serving Circle 4 pass through Roosevelt city proper.

Circle 4 operates a 1942-vintage General Motors diesel-electric switch engine to work the many rail cars arriving and departing from its Roosevelt feed mill. This historic locomotive was rebuilt by its original owner Union Pacific in 1979 as a part of the railroad's SW10/SW12 program, and was acquired by Circle 4 in the early 1990's.

Within the next five years, Circle 4 expects to construct an unloading loop track at the Roosevelt feed mill that will allow the 75-car unit trains of corn to unload without having to be broken-up into several smaller groups of cars and switched by the company's switch engine. Such unloading loops are common in the handling of bulk commodities by rail.

Basin Perlite:

Located on the same rail spur that serves Circle 4 Farm's feed mill, Basin Perlite was established in Roosevelt in the mid-1990's and employs 24 in the Roosevelt area. Perlite is used for a variety of applications and is produced from volcanic rock mined in the nearby Mineral Mountains and trucked to the Roosevelt facility. On average 28 trucks per week bring raw material from the mine to the Roosevelt plant, while an average of 15 trucks per week leave the Roosevelt facility with finished product. By 2006 the number of outbound truck shipments should increase to between 20 and 25 trucks per week. Basin Perlite ships an average of 10 rail cars of perlite product each week to customers as far distant as Pennsylvania and Mexico.

Air Freight:

At present no air cargo service is provided to the Roosevelt Airport, however planned or proposed industrial development in the area, along with a proposed runway extension at Roosevelt could bring such service to the community. Currently the nearest air cargo service is provided at the Cedar City airport, with major air cargo operations being handled out of either Las Vegas or Salt Lake City.

Future development:

The region surrounding Roosevelt is rich in a variety of mineral deposits including iron ore and copper. As of this writing in early 2005 there is interest in developing these deposits in the not-so-distant future, which would bring new industries, jobs, and

freight traffic to Roosevelt. Aside from resource-based economic development, Roosevelt and Duchesne County are aggressively promoting their location and freight-transportation services to a number of manufacturing and distribution businesses that could also greatly alter the freight transportation scene in Roosevelt as the 21st Century progresses.

2.11 Aviation Facilities & Operations

Roosevelt Airport was recently renamed “Ben and Judy Briscoe Field” after two prominent local citizens who served as the airport’s managers for a number of years. Located at an elevation of 5,039 feet, the Ben and Judy Briscoe Field is located one mile north of town along State Route 257.

Equipped with an asphalt-paved, 5,039-foot long, 75-foot wide runway, #16/34, Roosevelt’s airport has hanger space for four light aircraft as well as three helipads. There are no aircraft maintenance facilities and no parallel taxiway at the Roosevelt Airport. The airport is equipped with pilot-activated runway and visual approach lighting, as well as an all-night operating rotating beacon light. Ben and Judy Briscoe Field have 100 Low Lead and Jet-A fuels available on a 24-hour basis, as well as a pilot lounge co-located with the airport office. There is currently no scheduled airline or air cargo service into Roosevelt.

Ben and Judy Briscoe Field recently had its parking/taxiway area repaved and restriped, with runway crack sealing planned for 2005. The City of Roosevelt’s long-range plan for the airport is to construct a parallel taxiway in addition to repaving and restriping runway 16/34. In order to attract both corporate jet aircraft as well as Forest Service fire-fighting Air Tankers, Roosevelt hopes to extend runway 16/34 in stages to 10,000 feet. The first runway extension is hoped to involve an additional 1,600 feet in length.

Although not serving Roosevelt itself, scores of commercial and military aircraft pass over the community every day, making use of a Federal Aviation Administration VORTAC navigation beacon located southwest of town. Roosevelt sits beneath the main air routes linking Los Angeles with Denver, Chicago, and the east coast, San Francisco with Dallas, New Orleans, and Florida, Phoenix with the Pacific Northwest, and the polar air route for inbound flights from Europe to Los Angeles. Large military aircraft operating areas are maintained by the United States Air Force to the west and northwest of Roosevelt, which involve considerable low-level operation by high performance combat aircraft.

2.12 Revenue

Maintenance of existing transportation facilities and construction of new facilities come primarily from revenue sources that include the Roosevelt City general fund, federal funds and State Class C funds.

Financing for local transportation projects consists of a combination of federal, state, and local revenues. However, this total is not entirely available for transportation improvement projects, since annual operating and maintenance costs must be deducted from the total

revenue. In addition, the City is limited in their ability to subsidize the transportation budget from general fund revenues.

2.12.1 State Class B and C Program

The distribution of Class B and C Program monies is established by state legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Twenty-five percent of the funds derived from the taxes and fees are distributed to cities and counties for construction and maintenance programs.

Class B and C funds are allocated to each city and county by the following formula: 50% based on the population ratio of the local jurisdiction with the population of the State, 50% based on the ratio that the Class B roads weighted mileage within each county and the class C roads weighted mileage within each municipality bear to the total class B and Class C roads weighted mileage within the state. Weighted means the sum of the following: (i) paved roads multiplied by five; (ii) graveled road miles multiplied by two; and (iii) all other road types multiplied by one. (Utah Code 72-2-108) For more information go to UDOT's homepage @ www.udot.utah.gov, tab on "Doing Business" select the tab for "Local Government Assistance" here you will find the Regulations governing Class B&C funds

The table below identifies the ratio used to determine the amount of B and C funds allocated.

Apportionment Method of Class B and C Funds

Based on	Of
50%	Roadway Mileage *Based on Surface Type Classification (Weighted Measure) Pave Road (X 5) Graveled Road (X 2) Other Road (X 1)
50%	Total Population

Class B and C funds can be used for maintenance and construction of highways, however thirty percent of the funds must be used for construction or maintenance projects that exceed \$40,000. Class B and C funds can also be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

Roosevelt City received \$191,198.89 in 2003 for its Class C fund allocation.

2.12.2 Federal Funds

There are federal monies that are available to cities and counties through federal-aid program. The funds are administered by the Utah Department of Transportation. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) provides funding for any road that is functionally classified as a collector street or higher. STP funds can be used for a range of projects including rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the State for urban areas. A portion of the STP funds can be used in any area of the State, at the discretion of the State Transportation Commission.

Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Advisory Committee reviews the applications and then a portion of those are recommended to the State Transportation Commission for funding. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities to water runoff mitigation. Other funds that are available are State Trails Funds, administered by the Division of Wildlife Resources.

The amount of money available for projects specifically in the study area varies each year depending on the planned projects in UDOT's Region Three. As a result, federal aid program monies are not listed as part of the study area's transportation revenue.

2.12.3 Local Funds

Roosevelt City, like most cities, has utilized general fund revenues in its transportation program. Other options available to improve the City's transportation facilities could involve some type of bonding arrangement, either through the creation of a redevelopment district or a special improvement district. These districts are organized for the purpose of funding a single, specific project that benefits and identifiable group of properties. Another source is through general obligation bonding arrangements for projects felt to be beneficial to the entire entity issuing the bonds.

2.12.4 Private Sources

Private interests often provide alternative funding for transportation improvements. Developers construct the local streets within the subdivisions and often dedicate right-of-way and participate in the construction of collector or arterial streets adjacent to their developments. Developers can be considered as an alternative source of funds for projects because of the impacts of the development, such as the need for traffic signals or street widening. Developers should be expected to mitigate certain impacts resulting from their developments. The need for improvements, such as traffic signals or street widening can be mitigated through direct construction or impact fees.

3. Future Conditions

3.1. Land Use and Growth

Roosevelt City's Transportation Master Plan must be responsive to current and future needs of the area. The area's growth must be estimated and incorporated into the evaluation and analysis of future transportation needs. This is done by:

- Forecasting future population, employment, and land use;
- Projecting traffic demand;
- Forecasting roadway travel volumes;
- Evaluating transportation system impacts;
- Documenting transportation system needs; and
- Identifying improvements to meet those needs.

This chapter summarizes the population, employment, and land use projections developed for the project study area. Future traffic volumes for the major roadway segments are based on projections utilizing 20 years of traffic count history. The forecasted traffic data are then used to identify future deficiencies in the transportation system.

3.1.1 Population and Employment Forecasts

The Governor's Office of Planning and Budget develop population and employment projections. The current population and employment levels, as well as the future projections for each are shown for Roosevelt City and Duchesne County in the following table.

Population and Employment

Year	City	County	
	Population	Population	Employment
2000	4,299	14,518	7,387
2030	5,723	19,212	10,601

3.1.2 Future Land Use

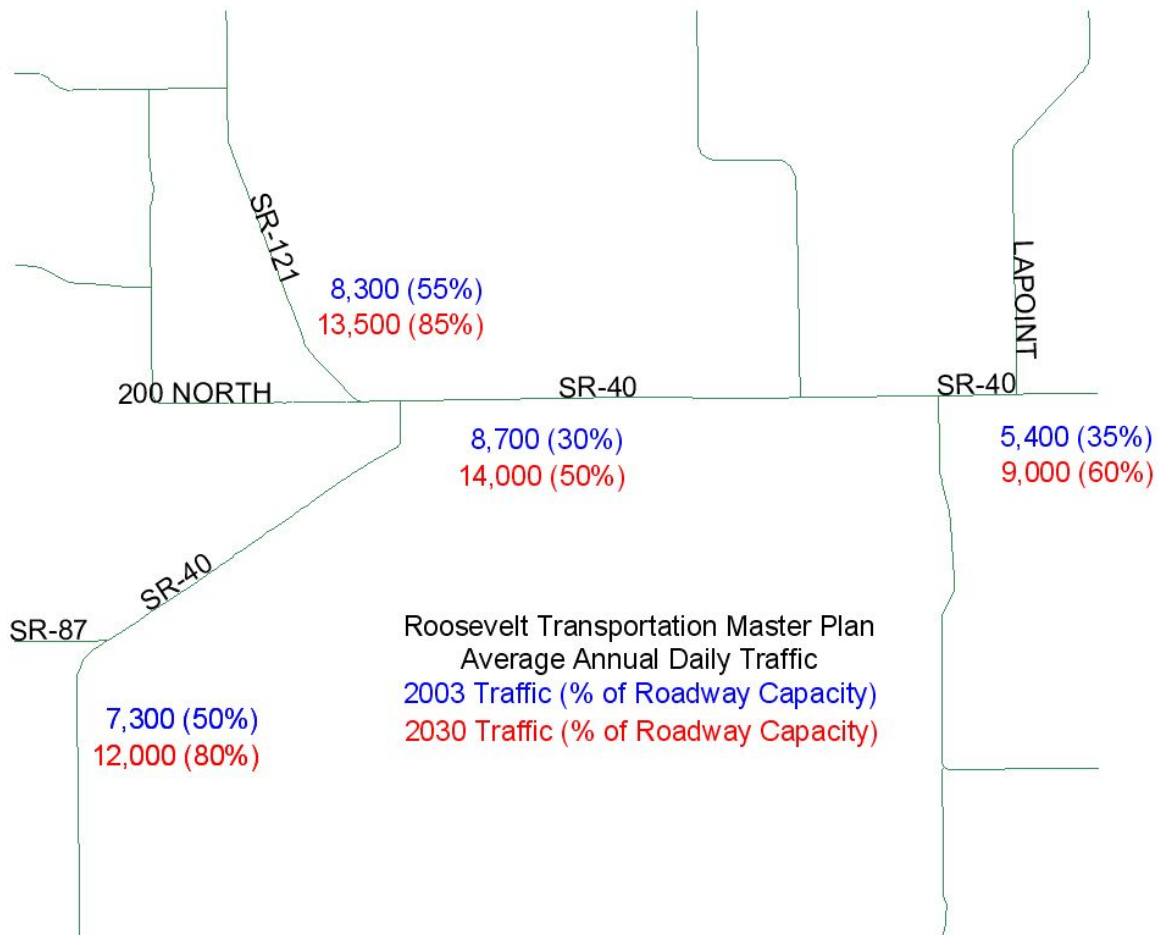
The City has an annexation plan that describes where it plans to grow. Some areas for developments were discussed during the course of the Transportation Master Plan. Updated Land Use documents can be found in the Roosevelt City General Plan.

While specific development plans change with time, it is important to note possible areas of development within the Roosevelt City area. Commercial and industrial growth is also important in understanding transportation needs.

3.2 Traffic Forecast

Traffic in the Roosevelt area is growing and will continue to grow. Although the population projections from the Governors Office of Planning and Budget show a 1% annual growth, traffic has historically grown at about 2%. The volumes illustrated below present average

annual daily traffic for years 2003 and 2030 based on historical growth. SR 121 could reach its capacity by the year 2030.



Traffic Forecast Sheets

2003

2030



Route

SR 87

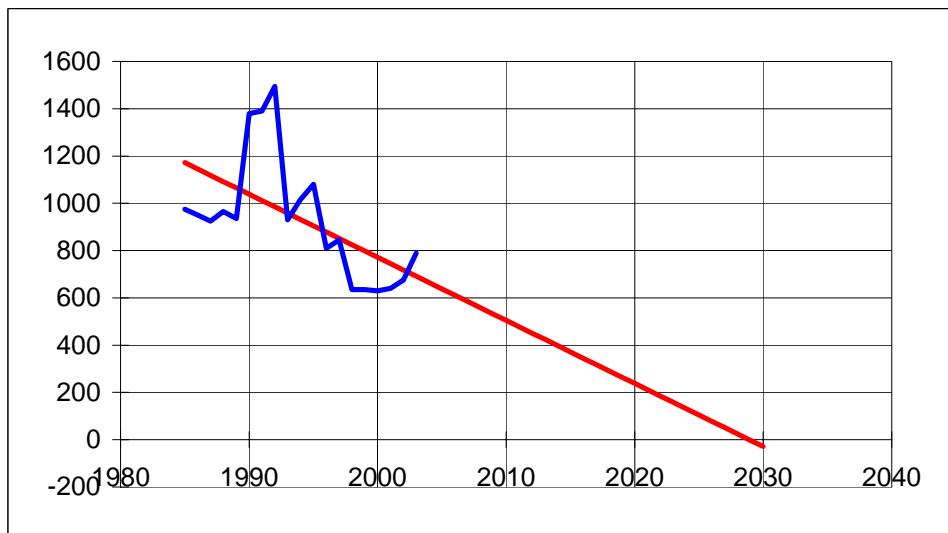
Limits

West of Roosevelt

Year	AADT	Forecast
1985	975	1172
1986	950	1145
1987	925	1118
1988	965	1092
1989	935	1065
1990	1,380	1038
1991	1,390	1012
1992	1,495	985
1993	930	958
1994	1,015	932
1995	1,080	905
1996	810	878
1997	845	852
1998	635	825
1999	635	798
2000	630	772
2001	640	745
2002	675	718
2003	790	692
2004		665
2005		638
2006		611
2007		585
2008		558
2009		531
2010		505
2011		478
2012		451
2013		425
2014		398
2015		371
2016		345
2017		318
2018		291
2019		265
2020		238
2021		211
2022		185
2023		158
2024		131
2025		105
2026		78
2027		51
2028		25
2029		-2
2030		-29

Projection based on 1985 to 2003 data

-3.6% growth rate → (27) vehicles/year



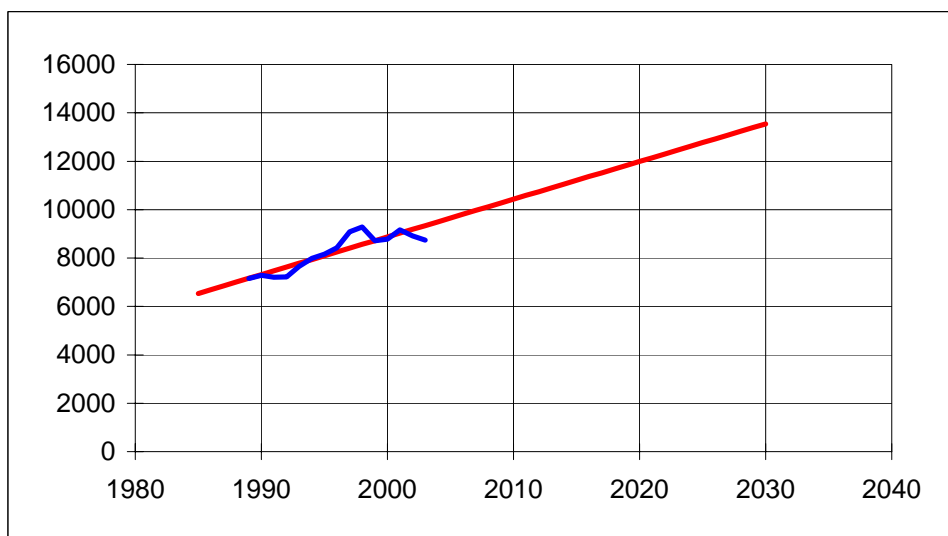
Notes



Route US 40
 Limits at SR 121 - Roosevelt

Year	AADT	Forecast
1985		6539
1986		6694
1987		6850
1988		7006
1989	7,150	7162
1990	7,285	7317
1991	7,210	7473
1992	7,225	7629
1993	7,650	7784
1994	7,990	7940
1995	8,165	8096
1996	8,425	8252
1997	9,080	8407
1998	9,279	8563
1999	8,715	8719
2000	8,780	8875
2001	9,166	9030
2002	8,910	9186
2003	8,745	9342
2004		9497
2005		9653
2006		9809
2007		9965
2008		10120
2009		10276
2010		10432
2011		10588
2012		10743
2013		10899
2014		11055
2015		11210
2016		11366
2017		11522
2018		11678
2019		11833
2020		11989
2021		12145
2022		12301
2023		12456
2024		12612
2025		12768
2026		12923
2027		13079
2028		13235
2029		13391
2030		13546

Projection based on 1989 to 2003 data
 1.7% growth rate → 156 vehicles/year



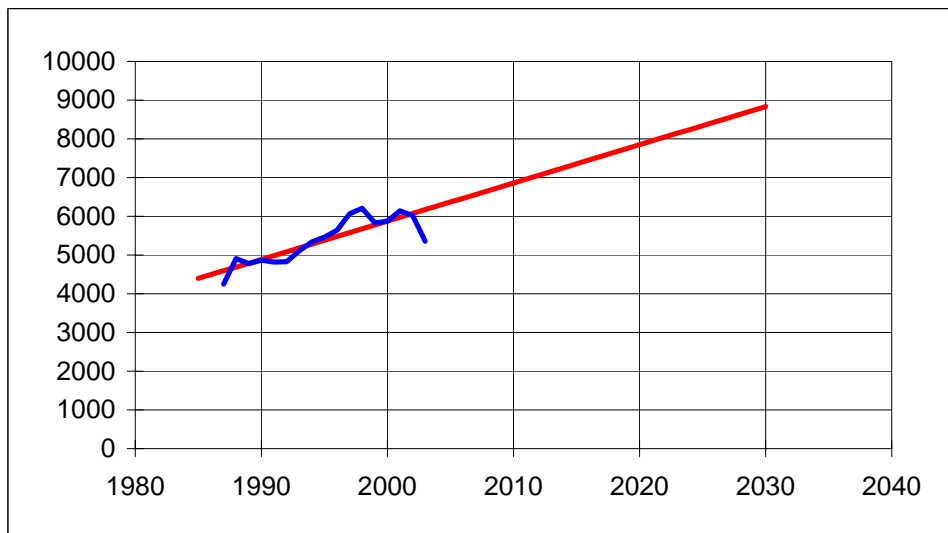
Notes



Route US 40
 Limits East of Roosevelt

Year	AADT	Forecast
1985		4393
1986		4492
1987	4,250	4591
1988	4,905	4690
1989	4,775	4788
1990	4,865	4887
1991	4,815	4986
1992	4,825	5085
1993	5,110	5183
1994	5,340	5282
1995	5,460	5381
1996	5,635	5479
1997	6,070	5578
1998	6,205	5677
1999	5,830	5776
2000	5,875	5874
2001	6,140	5973
2002	6,017	6072
2003	5,355	6170
2004		6269
2005		6368
2006		6467
2007		6565
2008		6664
2009		6763
2010		6862
2011		6960
2012		7059
2013		7158
2014		7256
2015		7355
2016		7454
2017		7553
2018		7651
2019		7750
2020		7849
2021		7948
2022		8046
2023		8145
2024		8244
2025		8342
2026		8441
2027		8540
2028		8639
2029		8737
2030		8836

Projection based on 1987 to 2003 data
 1.7% growth rate → 99 vehicles/year



Notes



Route

US 40

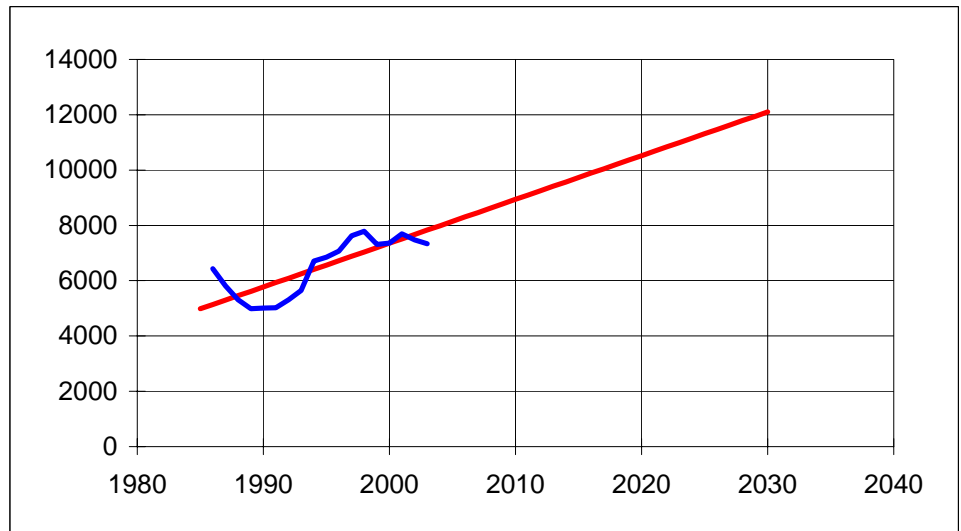
Limits

South of SR 87

Year	AADT	Forecast
1985		4983
1986	6,430	5141
1987	5,810	5300
1988	5,310	5458
1989	4,990	5616
1990	5,015	5774
1991	5,025	5932
1992	5,315	6091
1993	5,645	6249
1994	6,710	6407
1995	6,855	6565
1996	7,070	6723
1997	7,620	6882
1998	7,785	7040
1999	7,310	7198
2000	7,360	7356
2001	7,690	7514
2002	7,475	7673
2003	7,335	7831
2004		7989
2005		8147
2006		8305
2007		8464
2008		8622
2009		8780
2010		8938
2011		9096
2012		9255
2013		9413
2014		9571
2015		9729
2016		9887
2017		10045
2018		10204
2019		10362
2020		10520
2021		10678
2022		10836
2023		10995
2024		11153
2025		11311
2026		11469
2027		11627
2028		11786
2029		11944
2030		12102

Projection based on 1986 to 2003 data

2.1% growth rate → 158 vehicles/year



Notes

4. Planning Issues and Guidelines

Provided below is a discussion of various issues with a focus on elements that promote a safe and efficient transportation system in the future.

4.1 Guidelines and Policies

These guidelines address certain areas of concern that are applicable to Roosevelt City's Transportation Master Plan.

4.1.1 Access Management

This section will define and describe some of the aspects of Access Management for roadways and why it is so important. Access Management can make many of the roads in a system work better and operate more safely if properly implemented. There are many benefits to properly implemented access management. Some of the benefits follow:

- Reduction in traffic conflicts and accidents
- Reduced traffic congestion
- Preservation of traffic capacity and level of service
- Improved economic benefits businesses and service agencies
- Potential reductions in air pollution from vehicle exhausts

4.1.1.1 Definition

Access management is the process of comprehensive application of traffic engineering techniques in a manner that seeks to optimize highway system performance in terms of safety, capacity, and speed. Access Management is one tool of many that makes a traffic system work better with what is available.

4.1.1.2 Access Management Techniques

There are many techniques that can be used in access management. The most common techniques are signal spacing, street spacing, access spacing, and interchange to crossroad access spacing. There are various distances for each spacing, dependant upon the roadway type being accessed and the accessing roadway. UDOT has developed an access management program and more information can be gathered from the UDOT website and from the Access Management Program Coordinator.

4.1.1.3 Where to Use Access Management

Access Management can be used on any roadway. In some cases, such as State Highways, access management is a requirement. Access management can be used as

an inexpensive way to improve performance on a major roadway that is increasing in volume. Access management should be used on new roadways and roadways that are to be improved so as to prolong the usefulness of the roadway.

4.1.2 Context Sensitive Solutions

Context Sensitive Solutions (CSS) addresses the need, purpose, safety and service of a transportation project, as well as the protection of scenic, aesthetic, historic, environmental and other community values. CSS is an approach to transportation solutions that find, recognize and incorporate issues/factors that are part of the larger context such as the physical, social, economic, political and cultural impacts. When this approach is used in a project the project become better for all of the entities involved.

4.1.3 Recommended Roadway Cross Sections

Cross sections are the combination of the individual design elements that constitute the design of the roadway. Cross section elements include the pavement surface for driving and parking lanes, curb and gutter, sidewalks and additional buffer/landscape areas. Right-of-way is the total land area needed to provide for the cross section elements. Suggested types of cross-sections can be found in figure 4-1.

The design of the individual roadway elements depends on the intended use of the facility. Roads with higher design volumes and speeds need more travel lanes and wider right-of-way than low volume, low speed roads. The high use roadway type should include wider shoulders and medians, separate turn lanes, dedicated bicycle lanes, elimination of on street parking, and control of driveway access. For most roadways, an additional buffer area is provided beyond the curb line. This buffer area accommodates the sidewalk area, landscaping, and local utilities. Locating the utilities outside the traveled way minimizes traffic disruption in utility repairs or changes in service are needed.

Federal Highway standard widths apply on the all roads that are part of the state highway system. Also, all federally funded roadways in Roosevelt City and Duchesne County must adhere to the same standards for widths and design.

4.2 Bicycles and Pedestrians

4.2.1 Bicycles/Trails

Bicycles are allowed on all roadways, except where legally prohibited, and as such should be a consideration on all roads that are being designed and constructed, and as roadway improvements are taking place. To increase the level of interest in bicycling in the Roosevelt area, the City should consider requiring developers to include separate bicycle/pedestrian pathways in all new developments. Opportunities to include bike lanes and increased shoulder-width in conjunction with a roadway project should be taken whenever technically, environmentally, and financially feasible.

As referenced in Chapter 2 of this Plan, the popular use of ATV's has created some problems for the City. These problem areas should be studied and a determination made to curtail some of the out-of-bound riders, possibly by designating routes, imposing restrictions, and enforcement. Input from the community will be essential in establishing a satisfactory resolution.

Development of a Trails Master Plan document is recommended to assist with planning and construction details for trails in the City. As Roosevelt City continues to grow, a master plan will provide guidance for alternative and recreational modes of travel to enhance the quality of life for those in the community. It is important to note that regardless of the trails system's function, as the bike/trail facilities are planned, designed and constructed, the City should review the connectivity of the system. With input from the community, a review of the connectivity of the trails should play an integral role in the decision making process for potential projects. In order to enhance the quality of life for those in the community, the trails should be accessible to all users and incorporate ADA requirements.

The trails, when constructed, may have slight variances in application type due to possible differences in the terrain at a specific trail location or differing user needs. However, regardless of the design type, the applicable design standards found in the latest version of the AASHTO Guide for the Development of Bicycle Facilities should be followed, as well as the Manual on Uniform Traffic Control Devices (MUTCD) guidelines for appropriate signage of the trails system.

4.2.2 Pedestrians

Every effort should be made to accommodate pedestrians throughout Roosevelt City. An opportunity to include accessible sidewalks, while adhering to ADA requirements, during construction of other projects is encouraged. For the safety and convenience of pedestrian traffic, sidewalk placement should be free from debris and obstructions or impediments such as utility poles, trees, bushes, etc. The City should research and inventory their sidewalk system, and document locations, such as the segments along US-40 referenced in Chapter 2 of this Plan, where there may be gaps or safety concerns. Effort should then be made to construct and complete the sidewalks where gaps or problems occur. Roosevelt City should continue to require developers to include sidewalk improvements in their project plans, whether commercial or residential. To allow for pedestrian travel, the interconnectedness of the City's sidewalk system should be considered as all development takes place.

Sidewalks in residential areas should be at least 5-feet wide whenever adequate right-of-way can be secured. This will provide sufficient room and a level of comfort to persons walking in pairs or passing and will specifically allow for persons with strollers or in wheelchairs to pass. On major roadways, sidewalks at least 6-feet wide and with a 6 to 10-foot park strip are desirable. In pedestrian-focused areas, such as schools, parks, sports venues or theaters, and in hotel and market districts, even wider sidewalks are recommended to accommodate and encourage a higher level of pedestrian activity,

especially where tourist use would be expected. To ensure consistency of sidewalks throughout the area, UDOT's approved standard for sidewalks should be followed, as well as the 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.

The City should continue to partner with the Utah Department of Transportation's Safe Sidewalk Program in order to make improvements to their sidewalk system. This program is available through the Traffic and Safety Division. The City should contact UDOT's Region Three office for application requirements.

The City should be aware of, and coordinate with, the area schools that are tasked with developing a routing plan to provide a safe route to school. The routing plan is to be reviewed and updated annually. Information regarding the Safe Routes to School program is available by contacting the Utah Department of Transportation's Traffic and Safety Division.

4.3 Enhancements Program

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) created the Transportation Enhancement program. The program has since been reauthorized in subsequent bills (i.e. TEA-21). The Transportation Enhancement program provides opportunities to use federal dollars to enhance the cultural and environmental value of the transportation system. These transportation enhancements are defined as follows by TEA-21:

The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation: provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs (including the provision of tourist and welcome center facilities), landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conservation and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archeological planning and research, environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity, and establishment of transportation museums.

The Utah Transportation Commission, with the help of an advisory committee, decides which projects will be programmed and placed on the Statewide Transportation Improvement

Program (STIP). Applications are accepted in an annual cycle for the limited funds available to UDOT for such projects. Information and Applications for the current cycle can be found on UDOT's homepage @ www.udot.utah.gov, tab on "Doing Business" select "Planning and Programming", here you will find a sub-topic entitled "Transportation Enhancement Program". Applications must be received by the UDOT Program Development Office, on or before the specified date to be considered. Projects will compete on a statewide basis.

4.4 Transportation Corridor Preservation

Transportation Corridor Preservation will be introduced as a method of helping Roosevelt's Transportation Master Plan. This section will define what Corridor Preservation is and ways to use it to help the Transportation Master Plan succeed for the City.

4.4.1 Definition

Transportation Corridor Preservation is the reserving of land for use in building roadways that will function now and can be expanded at a later date. It is a planning tool that will reduce future hardships on the public and the city. The land along the corridor is protected for building the roadway and maintaining the right-of-way for future expansion by a variety of methods, some of which will be discussed here.

4.4.2 Corridor Preservation Techniques

There are three main ways that a transportation corridor can be preserved. The three ways are acquisition, police powers, and voluntary agreements and government inducements. Under each of these are many sub-categories. The main methods will be discussed here, with a listing of some of the sub-categories.

4.4.2.1 Acquisition

One way to preserve a transportation corridor is to acquire the property outright. The property acquired can be developed or undeveloped. When the city is able to acquire undeveloped property, the city has the ability to build without greatly impacting the public. On the other hand, acquiring developed land can be very expensive and can create a negative image for the City. Acquisition of land should be the last resort in any of the cases for Transportation Corridor Preservation. The following is a list of some ways that land can be acquired.

- Development Easements
- Public Land Exchanges
- Private Land Trusts
- Advance Purchase and Eminent Domain
- Hardship Acquisition
- Purchase Options

4.4.2.2 Exercise of Police Powers

Police powers are those ordinances that are enacted by a municipality in order to control some of the aspects of the community. There are ordinances that can be helpful in preserving corridors for the Transportation Master Plan. Many of the ordinances that can be used for corridor preservation are for future developments in the community. These can be controversial, but can be initially less intrusive.

- Impact Fees and Exactions
- Setback Ordinances
- Official Maps or Maps of Reservation
- Adequate Public Facilities and Concurrency Requirements

4.4.2.3 Voluntary Agreements and Governmental Inducements

Voluntary agreements and governmental inducements rely on the good will of both the developers and the municipality. Many times it is a give and take situation where both parties could benefit in the end. The developer will likely have a better-developed area and the municipality will be able to preserve the corridor for transportation in and around the development. Listed below are some of the voluntary agreements and governmental inducements that can be used in order to preserve transportation corridors in the city limits.

- Voluntary Platting
- Transfer of Development Rights
- Tax Abatement
- Agricultural Zoning

Each of these methods has its place, but there is an order that any government should try to use. Voluntary agreements and government inducements should be used, if possible, before any police powers are used. Police powers should be tried before acquisition is sought. UDOT has developed a toolkit to aid in corridor preservation techniques. This toolkit contains references to Utah code and examples of how the techniques have been used in the past.

5. Transportation Improvement Projects

5.1 Current Statewide Transportation Improvement Program (2005-2009 STIP)

At the present time there is one project under consideration in the Roosevelt City area Currently in the STIP.

- Widen to Three Lanes on US-40 from East Roosevelt to East Ballard City Limits.
- Intersection Improvements at SR-121; Roosevelt City at 200 North.
- Widen to Three Lanes on US-40 from West Roosevelt to Loka Junction

Also, this project is currently listed on the State of Utah's Long Range Plan, Utah Transportation 2030:

- Safety Project on US-40 from Reference Post 123 to SR-88.

5.2 Recommended Projects

The following list identifies the six projects that have been identified as having the highest priority to the Roosevelt City Transportation Advisory Committee. These needs were identified through a series of meetings where the TAC identified the needs and set priorities for projects.

Additionally, many concerns and issues were identified which are found on the attached list.

**Roosevelt City Transportation
Issues List and Cost Estimates**

Route or Street Name	General Location Description	Description of Issue	Issue Category	Potential Project or Action	Planning Level Cost Estimate
Local	Southwest Roosevelt (State & 800 S)	Regional Drainage Plan - Preliminary Engineering	Other	Drainage	\$50,000
Local	Cottonwood Creek	Drainage Improvement Plan - Preliminary Engineering	Other	Drainage	\$25,000
US-40	400 East to 600 East	Dry Gulch Irrigation Culvert (Replacement)	Other	Drainage	\$100,000
600 East	US-40 to Lagoon Street	Dry Gulch Irrigation Culvert (Replacement)	Other	Drainage	\$100,000
Parking	Downtown Parking	Downtown Parking for Truck Traffic	Other	Other Study	\$15,000
SR-121	SR-121 (200 N) and State Street	Signal	Maintance	Signal	\$200,000
SR-121	State Street to US-40 (Main St.)	Signage	Maintance	Signing Project	\$5,000
US-40	US-40 (Main St.) & SR-121 (200 N)	Intersection Improvements (Striping and Access Mngmt)	Intersection	Spot Improvement	\$75,000
US-40	Cottonwood Creek Bridge	4 Lane to 2 Lane Bottleneck	Maintance	Spot Improvement	\$15,000
US-40	Cottonwood Creek Bridge	Pedestrian Crossing	Maintance	Sidewalk Project	\$250,000
300 North	Wilkins Street to 500 East	Sidewalks	Enhancement	Sidewalk Project	\$25,000
State St.	400 North to 500 North	Sight Distance	Safety	Spot Improvement	\$500,000
Club House Dr.	At SR-121	Safety - Sharp Cruve and Slope	Enhancement	Spot Improvement	\$200,000
State St.	300 East to Dry Gulch Developments	Sidewalks	Enhancement	Sidewalk Project	\$125,000
200 North	Nelson Avenue to 1300 West	Correct Sight Distance and add Sidewalks	Safety	Sidewalk Project	\$225,000
New Road	3000 W/Blue Bell Rd. to SR-121	New Road	Roadway	New Road	\$2,000,000
New Road	SR-121 to State Street (around R hill)	New Road (around R hill)	Roadway	New Road	\$1,500,000
New Road	State Street to 400 North	New Road (along Cottonwood Creek)	Roadway	New Road	\$125,000
New Road	Park View Estates to 200 North	New Road	Roadway	New Road	\$140,000
New Road	1100 West to Lagoon Street	New Road	Roadway	New Road	\$75,000
500 West	US-40 to Lagoon Street	New Road	Roadway	New Road	\$145,000
300 South	500 West to 800 West	New Road	Roadway	New Road	\$125,000
200 South	State Street to 800 West	Improve and Repave Road	Roadway	Reconstruction	\$150,000
800 South	500 East to Independence Road (Ballard)	New Road	Roadway	New Road	\$400,000
800 South	3000 West to Existing 800 South	New Road	Roadway	New Road	\$600,000
				TOTAL	7,170,000

5.3 Revenue Summary

5.3.1 Federal and State Participation

Federal and State participation is important for the success of implementing these projects. UDOT needs to see the Transportation Master Plan so that they understand what the City wants to do with its transportation system. UDOT can then weigh the priorities of the city against the rest of the state. It is important for Roosevelt City to promote projects that can be placed on UDOT's five-year Statewide Transportation Improvement Program (STIP) as soon as possible. The process for placing projects into the STIP and funding of these projects can be found at UDOT's homepage @ www.udot.utah.gov, tab on "Doing Business" select the tab for "Planning and Programming" here there is a subtopic entitled "Statewide Transportation Improvement Program (STIP)" that describes this program in detail. Additionally coordination with UDOT's Region Director and Planning Engineer will be practical.

5.3.2 City Participation

The City will fund the local Roosevelt City projects. The local match component and partnering opportunities vary by the funding source.

5.4 Other Potential Funding

Previous sections of this chapter show significant shortfalls projected for the short-range and long-range programs. The following options may be available to help offset all or part of the anticipated shortfalls:

- Increased transportation impact fees.
- Increased general fund allocation to transportation projects.
- General obligation bonds repaid with property tax levies.
- Increased participation by developers, including cooperative programs and incentives.
- Special improvement districts (SIDs), whereby adjacent property owners are assessed portions of the project cost.
- Sales or other tax increase.
- State funding for improvements on the county roadway system.
- Increased gas tax, which would have to be approved by the State Legislature.
- Federal-aid available under one of the programs provided in the federal transportation bill (TEA-21 is the current bill; The next Federal Transportation Bill will likely be passed in late 2005).

Increased general fund allocation means that General Funds must be diverted from other governmental services and/or programs. General obligation bonds provide initial capital for transportation improvement projects but add to the debt service of the governmental agency. One way to avoid increased taxes needed to retire the debt is to sell bonds repaid with a portion of the municipalities' State Class monies for a certain number of years.

Participation by private developers provides a promising funding mechanism for new projects. Developers can contribute to transportation projects by constructing on-site improvements along their site frontage and by paying development fees. Municipalities commonly require developers to dedicate right-of-way and widen streets along the site frontage. A negative side of the on-site improvements is that the streets are improved in pieces. If there are not several developers adjacent to one another at the same time, a continuous improved road is not provided. One way to overcome this problem is for the jurisdiction to construct the street and charge the developers their share when they develop their property.

Another way developers can participate is through development fees. The fees would be based on the additional improvements required to accommodate the new development and would be proportioned among each development. The expenditure of additional funds provided by the fees would be subject to the City's spending limit. However, development fees are often a controversial issue and may or may not be an appropriate method of funding projects.